

Feasibility Study for a Sacramento-San Joaquin Delta National Heritage Area

Public Review Draft

Delta Protection Commission

October, 2011

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Executive Summary

In fall 2009, the California State Legislature passed a comprehensive package reforming governance of the Sacramento-San Joaquin Delta and related aspects of statewide water management. In Section 85301 of Senate Bill X7-1 (SBX7-1), the Legislature charged the Delta Protection Commission (DPC) with developing a plan to establish state and federal designation of the Delta as a place of special significance, which may include application for a federal designation of the Delta as a National Heritage Area (NHA). This feasibility study would serve as the application for NHA designation.

During the course of this process, a separate effort was initiated to designate the Delta as a NHA. In January 2011, Senator Dianne Feinstein introduced legislation for the Delta to receive NHA designation with companion legislation introduced into by Congressman John Garamendi. This legislation would directly designate the Delta as an NHA, and designate the DPC as the NHA management entity. The DPC has been monitoring the progress of this legislation while continuing to work on this feasibility study.

A NHA is a place designated by the United States Congress where natural, cultural, historic and recreational resources combine to form a cohesive, nationally-distinctive landscape arising from patterns of human activity shaped by geography. These areas tell nationally important stories about our nation and are representative of the national experience through both the physical features that remain and the traditions that have evolved within them.

The DPC developed this study with a process that incorporated public involvement throughout its entirety. A variety of activities were undertaken to acquire stakeholder input, including: public meetings, public presentations, stakeholder interviews, public review memos, and project study team meetings.

Proposed mission and vision statements for a Delta NHA have been developed as part of this study. The proposed mission is to: *'recognize, enhance, and promote 'Delta-as-a-Place' to help cultivate and retain appreciation and understanding of the Delta as an ecological, agricultural, recreational, historical, and cultural treasure.'* The proposed vision is *'a regional network of partner sites, with interpretive/educational components, that will be linked where possible and serve as the primary attractions, on existing public properties or on private properties with the voluntary consent and involvement of the landowners.'*

Project goals have also been identified. The first goal is to *'brand the Delta as a region of national significance to educate the public about 'Delta-as-a-Place', and build more support for preserving, protecting, and enhancing the Delta.'* Other goals are related to economic development, public access, historic preservation, interpretation, and more.

Utilizing public input, five proposed themes have been developed which explain the Delta's national significance:

- 1) At the heart of California lies America's inland Delta.
- 2) Conversion of the Delta from marshland to farmland was amongst the largest reclamation projects in the United States.
- 3) Multi-cultural contributions and experiences have shaped the Delta's rural landscape.
- 4) The Delta, California's Cornucopia, is amongst the most fertile agricultural regions in the world.
- 5) The Delta lies at the center of California's water resource challenges.

This study discusses four management alternatives including: continuation of current practices, creation of a Delta NHA, a state designated Delta heritage corridor, and a locally designated Delta Heritage Area. The implications of each of these management alternatives are evaluated.

Two conceptual boundary alternatives are under consideration and outlined in this study. The first boundary alternative was developed by the DPC through identification of the geographical range of heritage resources which support the proposed theme. The second boundary alternative is the boundary included in the Delta NHA legislation that was introduced in 2011 to the Senate (Feinstein) and House of Representatives (Garamendi). The conceptual boundary will be a topic of further discussion through the last phase of the feasibility study and input will be solicited via public comments on this document, a series of three public meetings that the Commission will hold throughout the Delta, further input from the Study Team, and input from the Delta counties.

The heritage resources which support the NHA themes are identified, mapped, and explained. These resources include historic and cultural sites, public lands with public access, and recreational resources. This inventory has been done for boundary alternative #1, and if boundary alternative #2 is pursued, then the resource inventory can be expanded to include additional sites

A management entity is proposed as a partnership between a government agency and local nonprofit. One management entity is the DPC, an existing state agency in the Delta, made up of local elected officials from the Delta, reclamation district representatives, and four state agencies. The other entity is a new or existing non-profit, private 501c3 organization which would partner with the DPC management entity. Financial opportunities are discussed, specifically foundations which have grant programs supportive of potential Delta NHA projects. Project supporters are listed, and letters of support can be found in the appendix of this study. Potential partners are also outlined, which includes partners that could assist with projects related to historic preservation, agritourism, recreation, marketing, promotion, and outreach. Letters of partnership commitment are also included in the appendix. An overview is also given on current DPC projects that are compatible with the NHA. Additionally, measurements to

ensure full protection of private property rights are explained. Finally, the feasibility of a Delta NHA is discussed in the context of the federal NHA criteria.

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Chapter 1 –Project Background

In fall 2009, the California State Legislature passed a comprehensive package reforming governance of the Sacramento-San Joaquin Delta and related aspects of statewide water management. In Section 85301 of SBX7-1, the Legislature charged the DPC with developing:

“A proposal to protect, enhance, and sustain the unique cultural, historical, recreational, agricultural, and economic values of the Delta as an evolving place....The Commission shall include in the proposal a plan to establish state and federal designation of the Delta as a place of special significance, which may include application for a federal designation of the Delta as a National Heritage Area.”

This charge had its origins in the Delta Vision process, whose recommendations and Strategic Plan formed a major basis of the subsequent legislation. Importantly, the concept of NHA designation for the Delta originated not with the appointed Delta Vision Blue Ribbon Task Force, but with the ‘Delta-as-a-Place’ work group, which was comprised predominantly of Delta residents. Their recommendation to consider the appropriateness of NHA designation for the Delta was included in the Delta Vision Strategic Plan, and ultimately in the legislation.

During the course of this process, a separate effort was initiated to designate the Delta as a NHA. In January 2011, Senator Dianne Feinstein, along with Senator Barbara Boxer, introduced legislation into the Senate for the Delta to receive NHA designation. Congressman John Garamendi, with co-sponsors Reps. George Miller, Doris Matsui, Jerry McNerney, and Mike Thompson, introduced companion legislation into the House of Representatives. This legislation would directly designate the Delta as an NHA, and would designate the DPC as the NHA management entity. In that capacity, the DPC would be required to write a management plan for the Delta NHA. The DPC has been monitoring the progress of this legislation, while continuing to work on this feasibility study. The work conducted by the DPC for this feasibility study is of value for both the study itself, as well as forming a basis for a NHA management plan, should designation occur.

NHAs are defined by the National Park Service (NPS), which administrates the program, as:

“A place designated by the United States Congress where natural, cultural, historic and recreational resources combine to form a cohesive, nationally-distinctive landscape arising from patterns of human activity shaped by geography. These areas tell nationally important stories about our nation and are representative of the national experience through both the physical features that remain and the traditions that have evolved within them.”

Unlike national parks, NHAs are inhabited regions with fully functioning economies. There is no federal management of land or federal land acquisition authority with the designation. A NHA is planned and managed by a local entity, rather than the federal government. The NHA designation is as much about enhancement and preservation of a region's heritage for locals as it is for outside visitors. Obtaining designation as a NHA can help develop partnerships and leverage funds for projects such as interpretive signage, historic preservation, regional branding, heritage trail development, and more.

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Chapter 2 – Study Process

While a NHA designation is a Congressional decision, NPS is asked to give testimony during a congressional hearing on whether the proposed NHA meets the advisory NPS Feasibility Study criteria (outlined in Chapter 12). NPS has eight specific steps that are recommended for completion of a feasibility study. The eight steps are as follows:

1. Defining the study area.
2. Public involvement strategy.
3. Determination of the region's contribution to the national heritage and development of potential themes.
4. Natural and cultural resources inventories, integrity determinations, and affected environment data.
5. Management alternatives and preliminary assessment of impacts.
6. Boundary delineations.
7. Heritage area administration and financial feasibility.
8. Evaluation of public support and commitments.

This feasibility study process was developed around these eight steps, and with the objective of developing a proposal that was consistent with the NPS criteria. Though public involvement is only identified as one of the eight steps, this process was structured to incorporate involvement throughout the process as local public support for NHA designation is one of the most important criteria upon which NHA proposals are evaluated. DPC staff also met regularly with NPS staff, which was of tremendous assistance to guide and shape the process.

Best Practices in NHA feasibility Studies

It is important to use 'best practices' in NHA feasibility study development for guidance and direction. Early on in this process, DPC staff received a list from NPS of 'model examples' of existing feasibility studies, which was used to structure this feasibility study process around. Studies that were particularly useful to inform this process include the NHA feasibility studies of the Crossroads of the American Revolution (New Jersey), Upper Housatonic Valley (Connecticut and Massachusetts), and the Santa Cruz Valley (Arizona).

Crossroads of the American Revolution

The Crossroads of the American Revolution NHA, designated in 2006, encompasses a region of New Jersey incorporating 213 cities and towns within fourteen counties, thirteen National Historic Landmarks, and more than 250 indoor and outdoor spaces on the National Register of Historic Places. Its feasibility study was prepared by NPS staff and also serves as a Special Resource Study and Environmental Assessment for the proposed project. The feasibility study includes an extensive overview of the Revolutionary War in New Jersey and serves as an

excellent educational resource for anyone seeking to learn more about this subject. A comprehensive public involvement strategy was undertaken which consisted of widespread individual and organizational outreach, a brochure, informational handouts, a web site, interviews, presentations, press releases, and public workshops. These methods promoted public understanding of the study and maximized the participation and contributions of interested individuals and organizations. Numerous discussions were conducted with local, county, and state elected officials; appointed boards; civic leaders; public administrators; and nonprofit organizations in the study area. The presentations were made to open space committees, chambers of commerce, business and industry associations, tourism organizations, boards of chosen freeholders, municipal governing bodies, and others.

The first set of public meetings involved the project team introducing the concept, reviewing the planning process and giving a brief description of historic events relating to the war in New Jersey. These meetings included opportunities for the public to identify their interests in the project, as well as relevant community resources and activities. A second set of public meetings was held to solicit input on themes and boundaries, identify heritage resources, and assess the desire for continued involvement in the project. Stakeholder input from these meetings was directly included in the feasibility study. Numerous letters of support as well as a petition with hundreds of signatures were collected for the feasibility study. Once the study was drafted, it was distributed for further public review.

Upper Housatonic Valley National Heritage Area

The Upper Housatonic Valley NHA is the watershed of the upper Housatonic River, extending 60 miles from Kent, Connecticut to Lanesboro, Massachusetts. This NHA includes 26 communities stipulated in the Upper Housatonic National Heritage Area Study Act of 2000 as well as three communities that later requested inclusion. The feasibility study was prepared by a NPS project team, and NHA designation was granted in 2006. The study contains a comprehensive explanation of the region's history (particularly aspects that relate to the NHA themes), an evaluation of the region according to federal criteria, management alternatives, an explanation of the public process, numerous maps and photographs, newspaper articles that covered the process, and much more. The Upper Housatonic Valley National Heritage Area, Inc. (UHVNHA) was incorporated as a private nonprofit organization in 2000 to create a formal vehicle for promoting the NHA, and served as the local working group throughout the process. Its broad membership includes the region's municipalities and cultural, historical, environmental, civic, educational, and economic development organizations. The organization originated from the Tri-Corners History Council, which was formed in 1995 to help develop a sense of regional identity and coordinate local historical and cultural activities in the region. UHVNHA facilitated a participatory process to develop the feasibility study which consisted of representation including: state and local officials, historians, owners of historic sites, cultural organizations, regional planning commissions, chambers of commerce, local and regional environmental organizations, and other interested citizens. The group organized many meetings, public workshops and site visits, and provided extensive published resources to NPS. By utilizing the participatory process, the working group provided critical input on key issues such as

geographic scope, interpretive themes, the roles of different ethnic groups in the region, and heritage preservation opportunities. UHVNHA also sponsored a History Fair with local historical organizations, a weekend of heritage walking tours and other relevant events.

The feasibility study examined three management alternatives: (1) Continuation of Current Practices; (2) National Heritage Area; and (3) Privately Organized Heritage Area. The financial implications were illustrated and an environmental assessment was discussed for each of the three which outlined potential outcomes of federal involvement, administration, visitor experience, education, impacts on open space, natural and cultural resources, socioeconomic impacts, transportation, and more. This discussion concluded that the NHA was the most desirable of the three alternatives.

Four heritage area themes had been developed in the process: cultural resort, shaping a scenic landscape, cradle of industry, and revolutionary war and the development of democracy. These themes were intensively discussed at a heritage themes workshop and at board meetings of the UHVNHA. A number of site visits and an extensive array of published materials also informed the development of these themes.

Santa Cruz Valley National Heritage Area

The feasibility study for a Santa Cruz Valley NHA in Arizona was completed by the Center for Desert Archeology in April 2005. The two-year grass-roots approach that was undertaken for this process is outlined in the study. A stakeholder working group met monthly to monitor and plan the process. This working group provided a solid foundation to conduct other efforts such as conceptualization, coalition building, obtaining local political support, conducting public outreach, fundraising, and coordination with legislation sponsors. In order to build a coalition, the working group identified key local leaders, organizations, agencies, and interest groups. Meetings were set up with leaders or organization representatives to ask for time at upcoming board and membership meetings to make presentations about what an NHA is and how it could benefit the region. Following the presentation, presentees were then invited to join the coalition and in many cases asked to formalize their support with resolutions or letters of support. Additionally, formal resolutions or letters of support were requested from all local governments, tribes, and federal and state parks and lands within the proposed boundaries as well as certain state officials. These efforts proved to be successful as resolutions and letters of support were received from every local government, tribe, federal and state agency or official that was asked. County Board of Supervisors also wrote formal letters asking Senators and Congressmen to sponsor designation bills in the Senate and House of Representatives.

The public outreach process was made a top priority in order to educate local residents and stakeholder groups on NHAs and collect their input for the feasibility study. A color brochure was developed and distributed to the public. A website provided an overview and contact information for interested persons who had questions or comments, and tables were set up at relevant local events where staff members provided informational materials on the process. Moreover, a series of town meetings were held across the region. Press releases and

interviews with reporters resulted in several articles explaining the concept and potential benefits of an NHA, and several editorial columns were written in support of it.

Best Practices Conclusions

Based on the NPS guidelines and the case studies discussed above, best practices were incorporated into this feasibility study, including the following:

1) Involve the public throughout all eight steps of the feasibility study.

Public involvement is an integral component of NPS guidelines and case studies are stellar examples in which public input has been incorporated throughout the entirety of the project. For each case study, efforts resulted in immense support from a variety of stakeholders, hence strengthening the justification of NHA designation for each area.

2) Utilize and expand upon existing DPC outreach.

Since it was established, the DPC has incorporated extensive outreach to involve local groups who represent Delta interests including habitat, agriculture, recreation, and others. For the development of the Delta NHA feasibility study, the broad spectrum of stakeholders who may be interested and/or affected by the project include local, regional and statewide historical organizations, cultural interest groups, economic development groups, tourism organizations, landowners, citizen groups, and others.

3) Incorporate a variety of outreach methods.

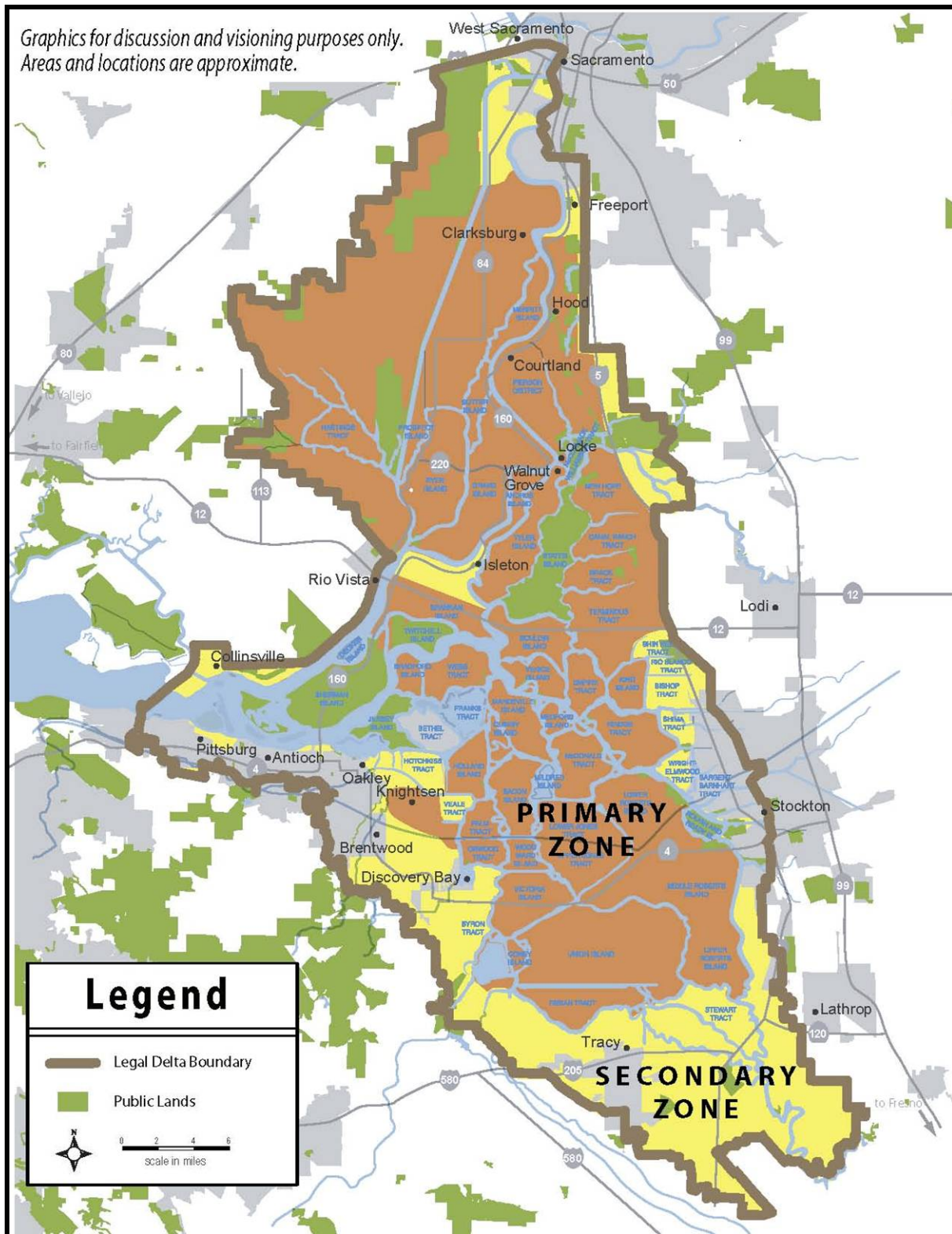
A wide variety of outreach methods are crucial to educate the public, address any questions or concerns, and provide a means for public input. These methods can include stakeholder interviews, group presentations, public workshops, handouts, press releases, and more.

4) Request letters of support or resolutions from stakeholder groups and local governments.

Local public support for NHA designation is one of the most important criteria upon which NHA proposals are evaluated. Formalized documents can be extremely valuable ways to illustrate the widespread and diverse backing for the project.

Study Area

The Study Area was identified early on in the process as the Legal Delta (defined by California Water Code Section 12220 in 1965) plus the City of Rio Vista (of which a portion lies within the Legal Delta). The Study Area boundary was discussed at the project's first public meeting in 2010 and participants generally agreed that this area made sense.



The study area for this feasibility study includes the entire legal Delta, plus the City of Rio Vista.

Public Involvement

Since its inception in 1992, the DPC has utilized its membership to establish and build a network of local stakeholders. The DPC is structured to have a membership with predominantly local representation, as outlined below.

DPC Membership

Contra Costa County Board of Supervisors	Central Delta Reclamation Districts
Sacramento County Board of Supervisors	North Delta Reclamation Districts
San Joaquin County Board of Supervisors	South Delta Reclamation Districts
Solano County Board of Supervisors	Business, Transportation and Housing Agency
Yolo County Board of Supervisors	Department of Food and Agriculture
Cities of Contra Costa and Solano Counties	Natural Resources Agency
Cities of Sacramento and Yolo Counties	State Lands Commission
Cities of San Joaquin County	

As local public support for NHA designation is one of the most important criteria upon which NHA proposals are evaluated, a comprehensive public involvement strategy was undertaken in the beginning of this process. The DPC utilized its existing webpage as a tool to help post and distribute information to the public. A weblink was developed specifically for the feasibility study and documents were posted regularly including meeting notices and minutes, study memos and reports, research, etc. A zoomerang survey was developed and posted to the website for people wanting to submit comments or be put on the mailing list at anytime during the process. The DPC also developed and maintained an interested parties email list with hundreds of email addresses of persons from throughout the geographical scope of the Delta. An additional email list was developed for the NHA to assist with outreach for groups who may not be on the regular interested parties list, including historical societies, cultural groups, preservation groups, chambers of commerce, tourism/marketing organizations, and more. Small postcard fliers were developed with a brief explanation on the process and how persons can become involved. These fliers were distributed in public places throughout the Delta, including the DPC's info booth at local festivals, conferences and trade shows. DPC staff also made a poster presentation on the topic at the 2011 State of the Estuary Conference in Oakland and an oral presentation at State Park's 2011 Delta recreation tour.

Stakeholder interviews were completed early on as a means to gain backing, obtain suggestions for organizations that should be included in the process and obtain suggestions for NHA interpretive themes. A list of important stakeholders was developed, including persons from groups representing recreational activities, ethnic communities, wildlife habitat, local landowners, local political groups, agriculture, local businesses and Delta history. Background information on NHAs, as well as the list of interview questions were sent prior to the interviews for stakeholder to be well informed and prepared. The stakeholders were asked a number of questions including what they perceived as potential benefits or detriments to NHA

designation, what types of projects they could see stemming from NHA designation, and what the potential themes and affiliated resources of a Delta NHA would be.

A study team of local stakeholders was also developed which included representation from different groups in the Delta, who met regularly to guide the feasibility study process. The study team consisted of representation from the geographical range of the Delta, and interest groups including commerce, agriculture, recreation, and local landowners. The Study Team gave input on the general timeline and scope of activities, the structure of public meetings, input on preliminary drafts of the study memos, and more.

Three public meetings have been held to date on the process, with three more scheduled to discuss this draft. Public meetings were announced utilizing a variety of methods including the aforementioned email list, the DPC's website, fliers in public places throughout the Delta, Delta enews, and press releases in local newspapers. Public meeting #1 was held in West Sacramento in June 2010. This meeting included an introduction of the NHA concept, discussion on the proposed study area, and preliminary discussion on potential benefits and concerns. Public meeting #2 was held in Rio Vista, which was an interactive workshop for stakeholders to propose themes and identify natural/cultural/historic resources to support those themes. Public meeting #3 was held in Walnut Grove to introduce the synthesized proposed themes, proposed boundary alternatives, discussion of management alternatives, and discussion on proposed NHA mission, vision and goals. The three final meetings will be held in October 2011 in various parts of the Delta to introduce the draft NHA feasibility study. Detailed notes were taken at the meetings and posted on the DPC website.

Numerous presentations/meetings were held throughout the process in order to further introduce the concept, answer any questions, and receive input from organizations who may be affected by, or interested in being involved with a Delta NHA. Handouts were distributed at these presentations with information on how to be involved, and mailing list sign-up sheets were passed around. Organizations who received presentations/meetings are as follows:

Antioch Historical Society	Recreational Boaters of California
California Farm Bureau	Restore the Delta
California Preservation Foundation	Rio Vista City Council
California State Parks	Sacramento County Board of Supervisors
California Travel and Tourism Commission	Sacramento River Delta Historical Society
Central Delta Water Agency	San Joaquin County Board of Supervisors
Contra Costa County Transportation, Water and Infrastructure Committee	San Joaquin County Historical Museum Docent Council
Delta Chambers of Commerce	Solano City County Coordinating Council
Delta Citizens Municipal Advisory Council	Solano County Board of Supervisors
Friends of the Great CA Delta Trail/ Ambrose Park and Recreation District	Sportsmen Yacht Club
Isleton City Council	State Office of Historic Preservation
Lower Yolo Bypass Planning Forum	Striped Bass Association
North Delta Conservancy	West Sacramento City Council
North Delta Water Agency	

Memos were developed throughout the study in order to suggest ideas for public discussion and further solicit stakeholder input on particular topics. These memos were sent to the DPC's interested parties list and the Delta NHA email list, with review periods for public comments ranging from 30-60 days. Public meetings on the topics generally followed the public review period. Four memos were developed throughout the process on the following topics: Themes; Mission, Vision, and Goals; Boundary Alternatives; and Heritage Area Administration and Financial Feasibility.

Chapter 3 – Mission, Vision, Goals

This chapter contains the proposed mission, vision, and goals for a Delta NHA which were developed via small group discussions during this study's third public meeting.

Mission

Recognize, enhance, and promote 'Delta-as-a-Place' to help cultivate and retain appreciation and understanding of the Delta as an ecological, agricultural, recreational, historical, and cultural treasure.

Vision

A regional network of partner sites, with interpretive/educational components, that will be linked where possible and serve as the primary attractions, on existing public properties or on private properties with the voluntary consent and involvement of the landowners.

Goals

- Brand the Delta as a region of national significance to educate the public about 'Delta-as-a-Place', and build more support for preserving, protecting, and enhancing the Delta.
- Support economic development of the Delta by drawing visitors to designated partner sites, as well as local markets, restaurants, hotels, campgrounds, bed and breakfasts, hostels, farmstays, and other recreation and visitor facilities.
- Promote heritage tourism, ecotourism, and agritourism, which are aligned with existing activities, infrastructure, and land uses in the Delta. Maintain Delta agriculture, while improving public access and developing necessary visitor amenities in the Delta such as public restrooms, garbage receptacles, directional signage, and dockage.
- Make available maps of partner sites, which identify waterways and byways to connect the sites.
- Undertake and provide resources for historic preservation projects at partner sites with the consent and involvement of willing landowners.
- Develop interpretive signage to educate the public about the Delta's natural, historical and cultural heritage; and support programs which teach Delta history.

Chapter 4 – Themes

As part of a NHA feasibility study, it is necessary to develop themes which explain the national significance of a region and tell the unique stories of the place. Input on Delta NHA themes was solicited from local stakeholders via interviews and interactive public workshops. Proposed themes represent a synthesis of ideas from the public process. These were developed to be broad enough to incorporate a diversity of ideas, yet succinct enough to tell a unique story of the Delta's heritage.

Background on the Delta

The Delta lies in the heart of California and has been a vibrant center of diverse habitats, communities, industries, innovations, and infrastructure; of distinctive significance locally, regionally, statewide, nationally and internationally. The unique resources of the Delta have attracted persons from throughout the world to shape and utilize the landscape.

During the last 10,000 years, a rapid rise in sea level following the last ice age inundated the alluvial valley of the Sacramento River forming the landscape now known as the Delta. The confluence of the Sacramento and San Joaquin Rivers formed a system of freshwater and brackish marshes and from there spread a variety of habitat types: grasslands, seasonal oak woodlands, oak woodland-savannah, chaparral, and riparian, which were incredibly rich with wildlife. Native American groups inhabited the Delta, including the Wintun, Maidu and Miwok, but most died of introduced diseases prior to European settlers. Early explorers visited the Delta in the 18th and 19th centuries, and fur traders such as Jedediah Smith trekked into the region due to the abundance of wildlife such as otter, mink and beaver.

The Gold Rush era (1848-1855) is recognized as the time when the Delta was 'discovered'. Persons traveling its waters on their way from San Francisco to the goldfields of the Sierra Nevada Mountains began to recognize the fertility of the Delta's soils and the high potential for agricultural production. Reclamation began during the 1800's, and the extensive system of marshland was converted to a predominantly agricultural landscape, which the Delta remains today.

The following five themes detail the unique stories of the Delta, incorporating a broad spectrum of topics, historic and contemporary, centered around the nationally-significant aspects of the Delta's natural and cultural heritage.

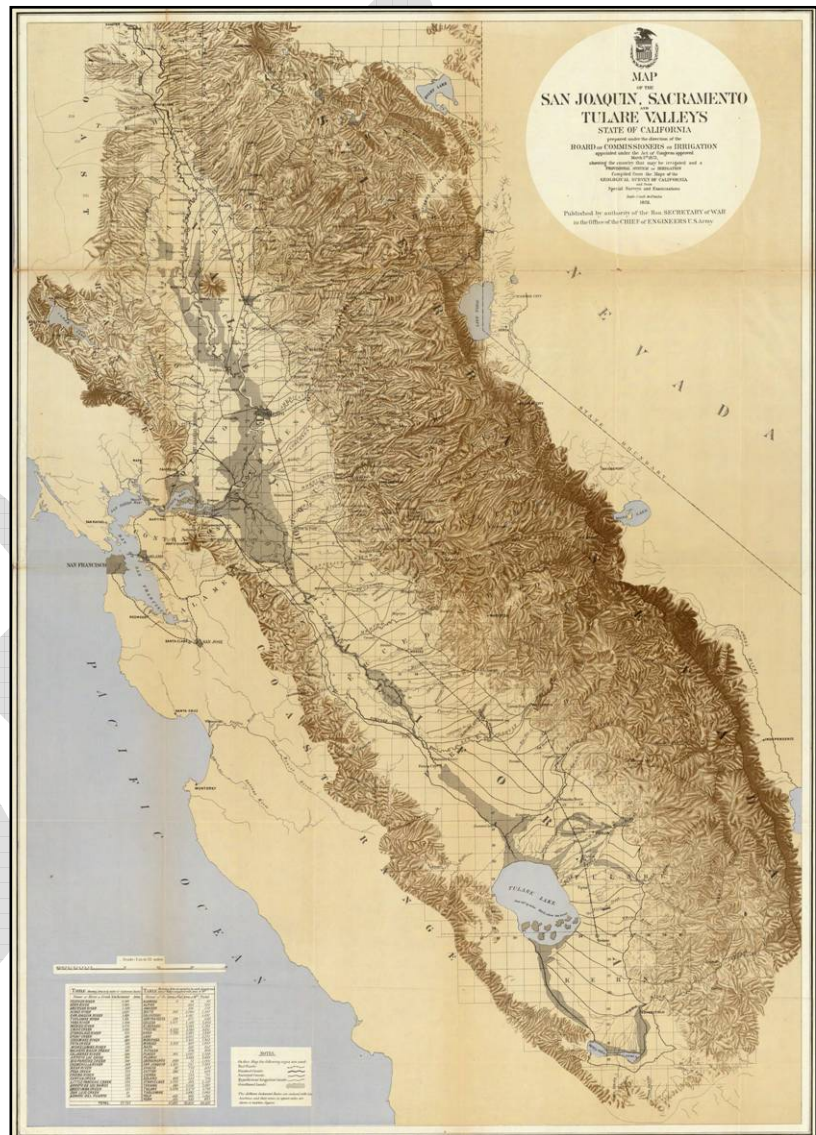
Theme 1

At the Heart of California lies America's inland Delta.

The vast size, unique shape, and geographical location of the Delta have contributed to its importance as an ecological and cultural landscape. It is a rare inland/inverse Delta, the

confluence of five rivers, and the largest estuary on the West Coast of the Americas. It provides important habitat for hundreds of plant and animal species, is a key Pacific flyway stopover location, and an important corridor for anadromous fish. Native Americans built villages and trading posts along the banks of its waterways prior to European settlement. The waterways of the Delta have been used for recreational purposes dating back to the Gold Rush era. Many influential artists have called the Delta home due to its slower pace of life and close proximity to California population centers. While suburban sprawl has threatened the Delta landscape, legislation such as the Delta Protection Act has helped preserve the Delta's rural character.

The sheer size and distinctive shape of the Delta are landscape features which are unmatched anywhere in the world. The Bay-Delta region is the largest estuary on the West Coast of the Americas, and the second largest estuary in the United States, next to the Chesapeake Bay. The Delta's flat landscape covers about 1,000 mi² and is the only inland Delta in the United States, often referred to as an 'inverse Delta' as the enclosed bay is at the mouth and the deltaic formation spreads inland. The Delta serves as the confluence of five rivers: Sacramento, San Joaquin, Mokelumne, Cosumnes, and Calaveras, and has a vast watershed covering about 40% of California's land area. The large size of the Delta and its key geographical location make it an important ecological home, and an essential corridor for a vast diversity of flora and fauna. It is a key stopover location

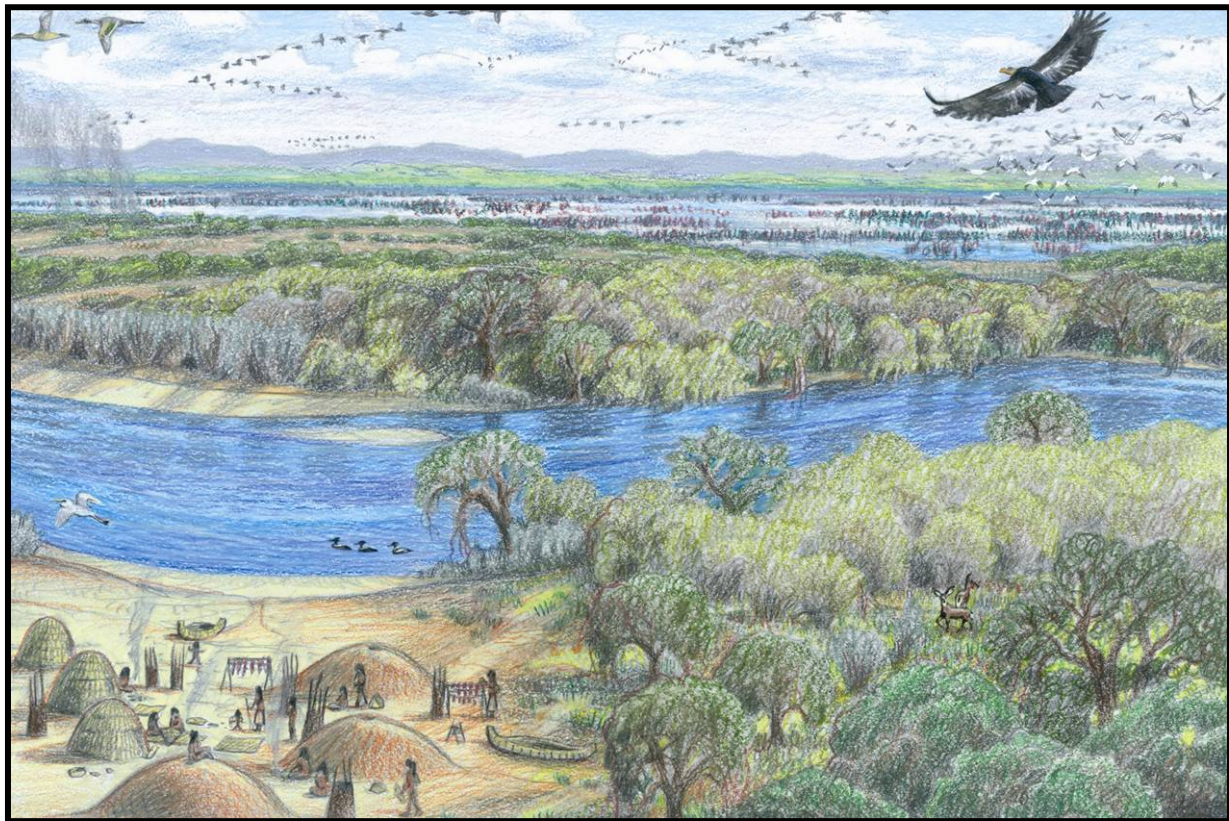


1873 Map Illustrating the large size of the Delta's watershed.¹

along the Pacific flyway for a wide variety of bird species. It is also an important corridor for anadromous fish, such as Chinook Salmon and Steelhead, who transfer large quantities of ocean nutrients into inland ecosystems. The rivers have supported the second largest salmon

run on the west coast (excluding Alaska) and the site of the first Pacific Coast Salmon Cannery is in West Sacramento.

Many Native American tribes built villages and trading posts along the banks of the resource rich Delta rivers. There are remnants of historic Miwok villages in the heart of the Delta; however, most of the Native Americans in the region died of introduced diseases long before European settlement.



Early Spring scene along the Sacramento River in a pre-Reclamation Delta.

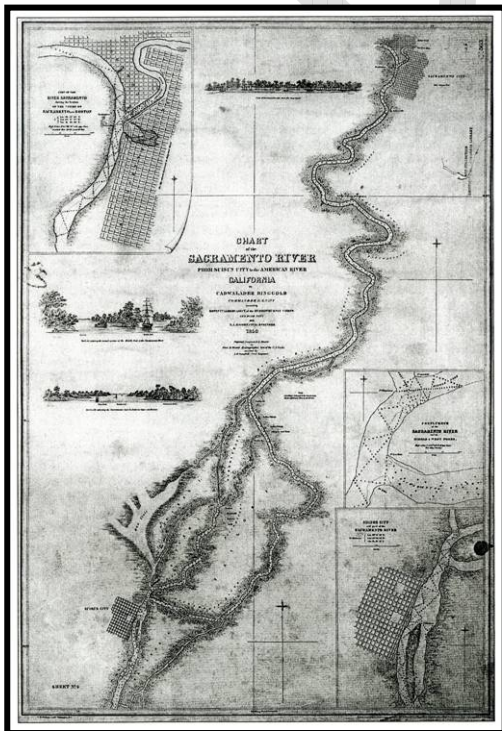
From Bay Nature (www.baynature.org), Original artwork by Laura Cunningham²

The Delta was heavily used as a corridor during the Gold Rush era (1848-1855) due to its prime location between the San Francisco Bay and the Sierra Nevadas, and thousands of forty-niners traveled its rivers on some of the finest steamboats in America. After the Gold Rush era, steamboats continued to travel the waters regularly for recreational purposes and the Delta today remains a prime location for outdoor recreation. Its 1,100+ miles of unique waterways provide opportunities for boating, wakeboarding, windsurfing, fishing, birdwatching, and more, to persons who want a leisurely retreat from urban centers that lie adjacent to it (the San Francisco Bay Area, Sacramento, and Stockton), as well as to Delta locals. Additionally, many notable artists such as Wayne Thiebaud and Gregory Kondos have called the Delta home.

Due to the Delta's location between major Northern California population centers, its flat and open terrain and its resources such as water and natural gas, it has served as an important conduit for infrastructure to help support Bay Area, Sacramento Region, and Central Valley communities. Hundreds of miles of infrastructure corridors transverse the Delta including power transmission lines, gas pipelines, aqueducts, state highways, railroads, and deep water ship channels.

However, due to the Delta's close proximity to large urban centers, suburban sprawl has been a major threat for quite some time. In the early 1990s it was identified that the valuable resources of the Delta including agricultural land, habitat, potable water, and recreational waterways were being threatened by urban development stemming from peripheral areas. To help put a halt to this problem, the Delta Protection Act of 1992 was developed, which delineated a Primary and a Secondary Zone of the Delta. The Primary Zone is the area in which urban development is extremely limited, and includes approximately 500,000 acres of waterways, levees, and farmed lands, extending over portions of five counties: Solano, Yolo, Sacramento, San Joaquin and Contra Costa. The Delta Protection Act is a unique approach to large scale protection of a valuable multi-resource landscape.

Subthemes: Vast size of Delta, inverse shape of Delta, large watershed, confluence of large rivers, Pacific flyway, anadromous fish, Native Americans, Gold Rush corridor, steamboat travel, recreational haven, influential artists, infrastructure corridor, rural area in between massive urbanization, suburban sprawl, Delta Protection Act



'Chart of the Sacramento River' used for Gold Rush Navigation, by Cadwalader Ringgold³



Promotional Material, circa 1911⁴

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*Delta National Heritage Area Feasibility Study
Public Review Draft subject to revision
Not reviewed or approved by the Delta Protection Commission*

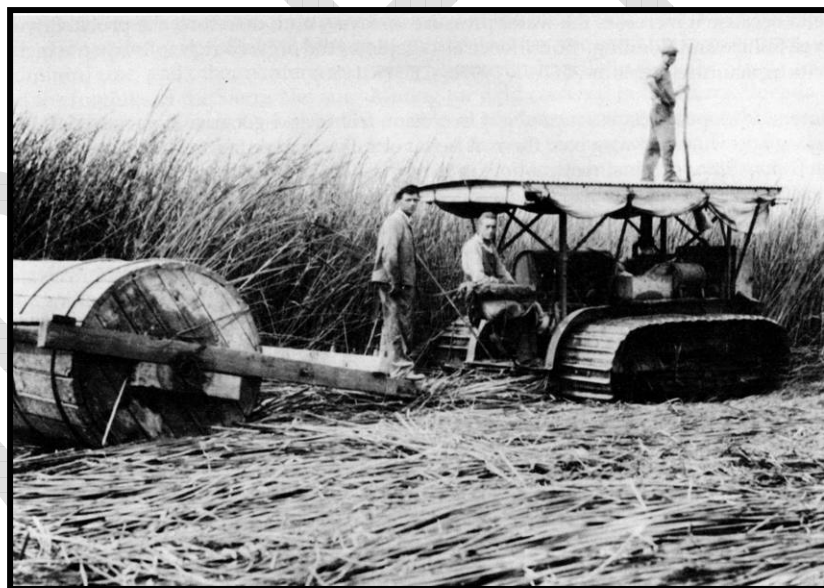
Theme 2

Conversion of the Delta from marshland to farmland was amongst the largest reclamation projects in the United States.

The significant undertaking of reclaiming the Delta from a tule marsh to an agricultural landscape was one of the largest scale reclamation projects in the United States. Innovative equipment was developed for Delta reclamation and used throughout the world for a variety of purposes. Reclamation, however, led to land subsidence, gaining widespread attention from scientists and policy makers.

In 1850, the Swamp and Overflow Land Act conveyed ownership of all swamp and overflow lands from the federal government to the State of California, and shortly thereafter, most of California's marshes were privately owned, which included almost all of the land in the Delta. The Legislature formed a Swamp Land Commission and authorized reclamation districts to be formed and therefore a separate governmental entity was developed on each Delta island.

During the reclamation era, many of the large oak trees were cut down and tule marshes disappeared as the soil was cultivated for farming. The first stage of reclamation was done primarily by Chinese laborers. No larger mass of human labor was working by hand on any single project in the world, except the Suez Canal. However, it was obvious at these early stages that peat soils were not adequate levee material, and the material shrank when it dried up, which resulted in cracks being formed or levees washing away completely.



"Tule Breakers" transforming swamplands into farmland⁵

In the 1870's the side-draft clamshell dredge was developed specifically for building levees in the Delta and surrounding areas, which were steam powered and collected soil from alluvial channels. It was during this era that entrepreneurs in California invented and introduced the world to an entirely new system of dredging which far surpassed previous systems. The clamshell dredge won out over competing machines as they were quicker than other types and generally cheaper to manufacture. Between 85 and 90 clamshell dredges have been built for

levee construction in the central part of California and continue to be used for repair and maintenance of Delta levees. Additionally, equipment developed for Delta reclamation has been used throughout the world for a wide variety of purposes such as assisting with construction of the Panama Canal, deepening the San Francisco Bay and tributaries, dredging coral for outpost construction during World War II in several Pacific Islands, and reclaiming the Tulare Lake Basin.

Around 1,100 miles of levees were built in the Delta, which protect farmland from inundation, but also protect the water quality and supply for the millions of Californians who are dependent on it. Reclamation of the Delta was certainly a notable effort, but along with it has come the unintended consequence of land subsidence, which is caused by oxidation of organic carbon in peat soils due to drainage for agriculture, and large areas of many islands are now around 15 feet below sea level. Subsidence has increased stresses on the levee system, which has led to concern about the stability of the Delta region, especially after the Hurricane Katrina catastrophe, and has gained wide-spread attention from policy makers and politicians. It has also lead to innovative scientific experiments in the Delta on how to slow or reverse subsidence through the use of tule decay.



Sidedraft clamshell dredger constructing levees using alluvial soil.⁶

Subthemes: Swamp and Overflow Land Act, reclamation districts, early reclamation, clamshell dredge, levee protection, land subsidence, subsidence reversal experiments

Theme 3

Multi-cultural contributions and experiences have shaped the Delta's rural landscape.

A number of minority groups including Chinese, Japanese, Filipinos, East Indians, Portuguese, and Italians have established communities in the Delta and made significant contributions in

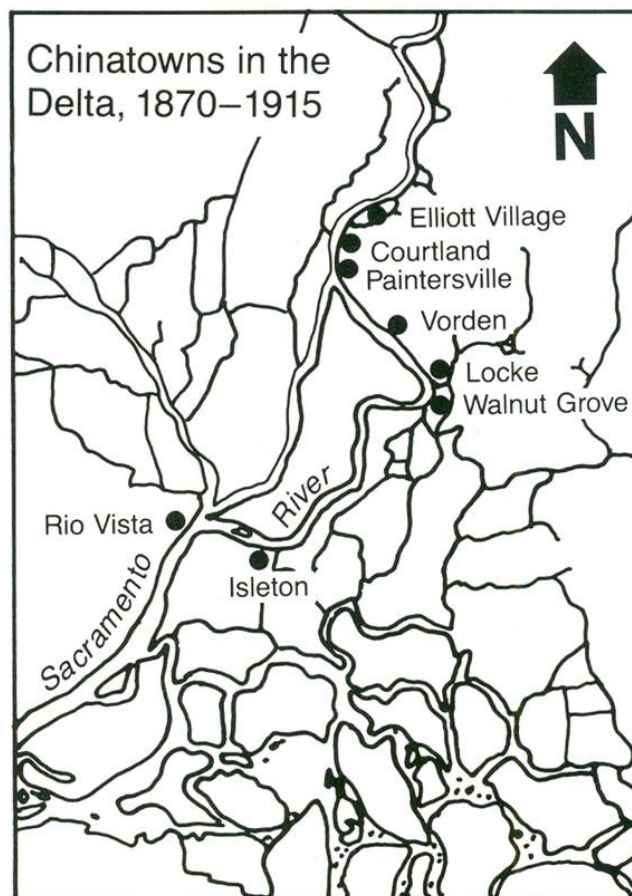
shaping the Delta into the agricultural landscape that it is today. A handful of historic communities in the Delta reflect the region's diverse heritage.

People of many different ethnic backgrounds have worked closely together since reclamation to make the Delta one of the most productive agricultural regions in the United States. Several ethnic minority groups have established communities in the Delta including Chinese, Japanese, Filipinos, East Indians, Mexicans, Portuguese, and Italians. Immigrants were involved with all aspects of reclamation and without their labor it would likely have taken decades longer to develop the Delta into such a rich agricultural area. The Delta likely had the largest population of Chinese tenant farmers in California, and Chinese-American farmers have maintained a continuous presence for over one and a half centuries in the Delta, though populations have declined in recent years. Around 12,000 Chinese originally came to the area to work on the transcontinental railroad. When that project was completed in 1869, many were put to work building the first set of Delta levees using wheelbarrow brigades, and other work including tule removal and plowing. Once the land was farmable, many Chinese remained as tenant farmers and also provided essential labor in the Delta canneries.

A number of Chinatowns were developed along the Sacramento River from 1870-1915, some of which still remain in existence today as historic districts. The town of Locke is the only town which was built and inhabited exclusively by and for Chinese in the United States, and became a symbol of the Chinese contribution to the nation and the importance of Chinese to California's agriculture. Locke is a National Historic Landmark and a National Register Site. Walnut Grove and Isleton also have historic Chinese districts on the National Register, and Isleton has an annual Asian celebration to honor the town's diverse heritage. The towns of Courtland and Rio Vista also contain historic Chinese architecture.

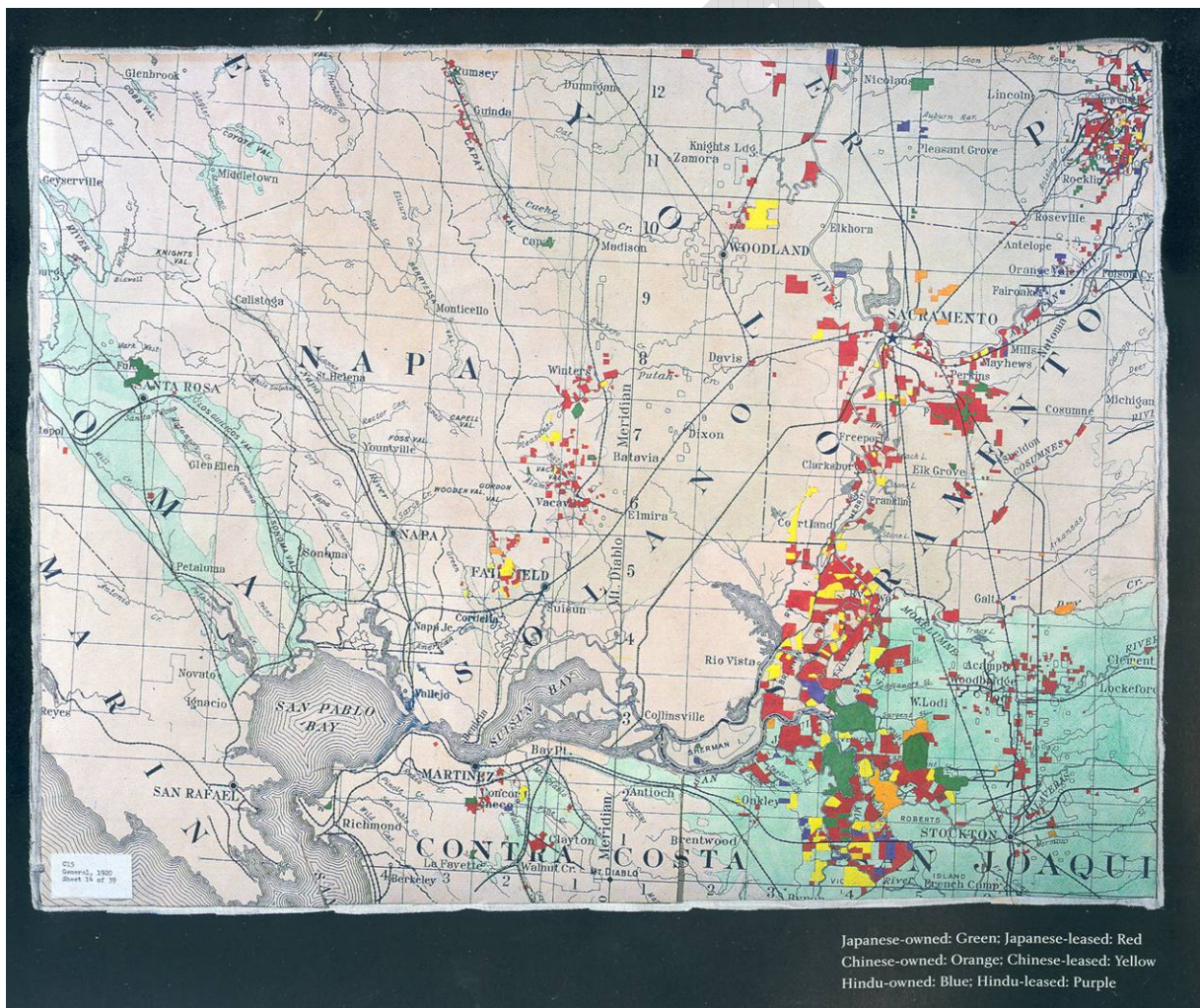
Japanese immigrants began arriving to California in the 1890s and a large number came to the Delta.

Contributions to Delta agriculture from Japanese-Americans included high quality control standards and successful practices which led towards large-scale agriculture. Their aggressive



Chinatowns in the Delta, 1870-1915

and hardworking attitudes often helped them to purchase land and make significant progress economically which resulted in a widespread anti-Japanese attitude. Due to the concern that Japanese were dominating some of the 'very best lands in California,' the map of 'Oriental Land Occupation' was produced which brought attention to the large amount of land in Northern California, with particular high concentration in the Delta, that was owned or leased by Asian-Americans. This map was used to gain support for a 1920 state law that forbid even the leasing of land by Japanese, which led to other states enacting similar laws, and a 1924 federal law banning Japanese immigration. During World War II, people of Japanese ancestry were sent to internment camps, thereby eliminating the Delta's Japanese population. Historic Japanese communities remain in the Delta, specifically in Walnut Grove's and Isleton's Japanese historic districts, which are both on the National Register.



'Oriental Land Occupation' Map of 1920 shows large clusters of parcels in the Delta which were owned or leased by Asian immigrants.⁸

A handful of other immigrant groups have made significant contributions to the Delta. Portuguese immigrants reclaimed the areas around Clarksburg and Freeport, creating the

Lisbon Reclamation District and manufacturing the first clamshell dredger. Italian settlers are widely known for fishing and farming ventures, and their impact on trade and commerce. Filipino immigrants also played a significant part in Delta agricultural labor and established strong communities.

Subthemes: Chinese contributions to reclamation, Chinese labor in farms and canneries, Locke, Delta Chinese historic districts and architecture, Japanese contributions to agriculture, anti-Asian legislation, Delta Japanese Historic Districts, Portuguese and dredging, Italian immigrants, Filipino immigrants

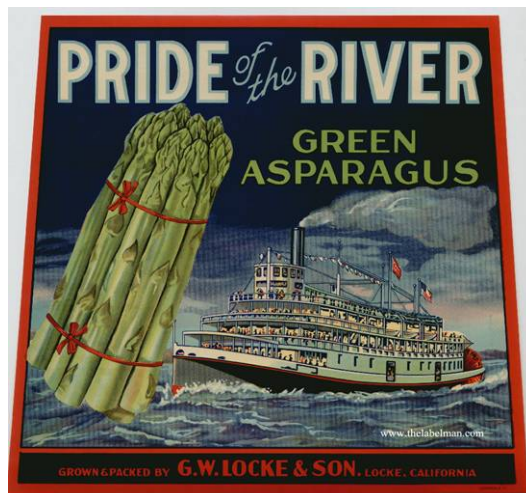
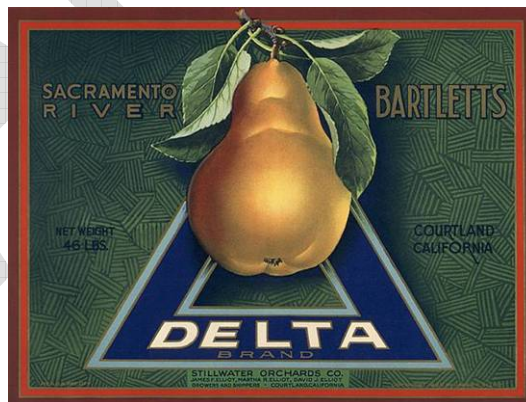
Theme 4

The Delta, California's Cornucopia, is amongst the most fertile agricultural regions in the world.

Delta soils are highly productive and support vast diversities and quantities of crops which have contributed billions of dollars to the California economy. A number of specialty crops have been grown in the Delta and exported throughout the world, and the Delta has also been a leading center for development of innovative farm equipment.

Current agritourism initiatives are being developed to showcase the Delta's agricultural economy, and wildlife friendly farming practices are demonstrating how Delta farmland and habitat can coexist.

Due to the high fertility of the Delta's peat soils, the high water table, and an available water supply, the Delta has been an extremely productive agricultural region since reclamation. Water is pumped directly from Delta channels for irrigation, and 'trademark' Delta crops have included Bartlett pears, asparagus, sugar beets and Irish potatoes. A large number of other specialty crops have been grown in the Delta including peaches, plums, cherries, tomatoes, beans, onions, peas, celery, corn, spinach, hemp, wine grapes, olives, blueberries, and more. Produce from the Delta has been shipped throughout the nation, and throughout the world for quite some time. The Bartlett Pear market was at its peak around World War I, at which point almost 50% of all Bartletts were produced in California, mainly in the Delta. Some of the Delta's

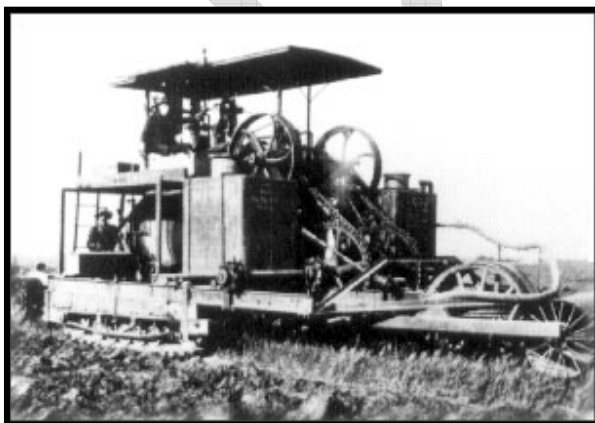


pear trees are over 100 years old, making it the oldest pear growing region in California. Until 1930, the Delta was known as the asparagus capital of the world, growing 90% of the world's supply, for shipment throughout the United States as well as Africa, Europe and Asia. From the beginning, crops were produced for export with waterways serving as early 'highways' to transport goods to Sacramento for the mining communities and San Francisco for shipment overseas. Later, railroads and trucking were utilized to transport crops. Large corporations such as Del Monte, National Cannery, Sun Garden, Heinz Pickle, Libby McNeil, Patt Low and Golden State established canneries in the Delta.

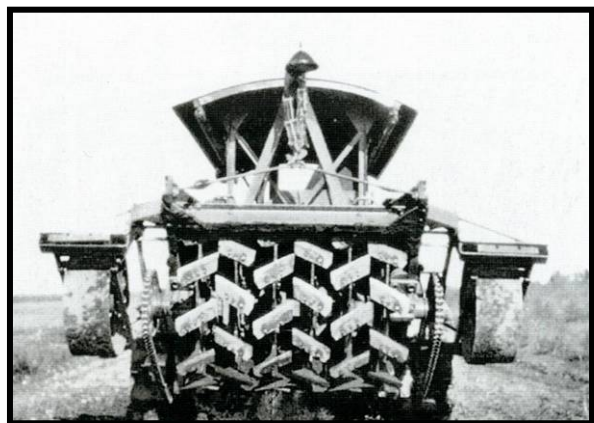
Due to the high agricultural productivity of the Delta, it was an innovative region of equipment invention which revolutionized American farming. Benjamin Holt of Stockton, invented several pieces of agricultural equipment, most notably the Caterpillar tractor which had tracks instead of wheels to alleviate the problem of tractor wheels getting stuck in the peaty Delta soils. This design was used throughout the world, for a variety of purposes, such as developing machines that helped end World War I, tumble the Berlin Wall, build the Hoover Dam, tunnel under the English Channel and help construct cities across the United States. Other notable equipment was invented in the Delta including a beet harvester, the first bean harvester, the asparagus ripper, the asparagus plow, and a number of other plows, discs, backhoes, cultivators, and subsoilers. Many of these inventions were used throughout the U.S.

Agriculture remains the dominant land use in the Delta today, and land use tools are utilized by Delta counties to preserve the agricultural landscape. Recent agritourism initiatives have helped to further enhance the economic value of Delta agriculture and to educate the surrounding urban populations about its importance. Activities in the Delta such as seasonal flooding and working landscapes projects, have ensured that farmland can also support wildlife habitat.

Subthemes: Agricultural practices, specialty crops, shipment and export, canneries, equipment invention, the Caterpillar Tractor, agricultural conservation, wildlife habitat on farmland, agritourism



The original Caterpillar, 1906.¹⁰



Asparagus Plow.¹¹

Theme 5

The Delta lies at the center of California's water resource challenges.

About two-thirds of California's residents and over seven million acres of the State's farmland rely on the Delta watershed as a source for water. Two major water projects, the Central Valley Project and the State Water Project, transfer water from the Delta to Southern California. The Delta relies on the availability of sufficient water flows and water quality for the vitality of the ecosystem, recreation and production agriculture.

Water transferred from the Delta plays a crucial role in sustaining the state of California, the world's eighth largest economy. Two-thirds of California's precipitation falls in the northern part of the state, while Southern California is home to two-thirds of the state's population. As groundwater and surface water supplies were not sufficient to irrigate the San Joaquin Valley and Tulare Basin, state, federal and local governments engaged in efforts, over the course of decades, to develop a plan to take water from wetter parts of northern California to the agricultural and urban users of the south. In 1933, during the depths of the Great Depression, the federal government authorized the Central Valley Project (CVP). This led to pumping from the Delta through the Delta Mendota Canal and diversions from the San Joaquin River, which began in 1951. The CVP is the largest, and probably most controversial, water purveyor in California. Implementation of the project, led to a significant loss in freshwater wetlands in the Central Valley, as more land was converted to agriculture. Dams and reservoirs were constructed for the project, which blocked salmon and steelhead from reaching their native spawning grounds. It altered the timing and flow of California's major river systems, which along with pumping, has had further consequences for anadromous fish, and other native fish species, leading to their decline.

However, the 7 million acre-feet of water from the CVP did not end up being enough for the agricultural needs, as well as the increasing number of municipal and industrial users. Therefore another project, the State Water Project (SWP), was developed which also created an integrated system of dams and canals. Most of this project's water was pumped from the southern Delta into the California Aqueduct to supply water for some San Joaquin Valley farms, as well as Southern California Municipalities. Construction began in the late 1950's, with major funding approved in a 1960 bond measure. The bond measure was the largest in the nation's history (authorizing the sale of \$1.75 billion in general obligation bonds), and was voter approved in 1960 by the narrowest election in the state's history. Pumps were installed at Clifton Court in the Southern Delta in 1960, and water flowed through the California Aqueduct to the south. The SWP remains the world's largest publicly built and operated water and power development and conveyance system.

An additional proposal surrounding Delta water supply was the peripheral canal in the early 1980's, which was opposed by voters on a ballot initiative in 1982. This canal would have more directly linked the northern and southern units of the CVP and SWP, but would dramatically alter Delta flows.

The water diversions of the CVP and SWP have had significant environmental impacts. River flows and water quality have declined, and native Delta fish species have plummeted to record lows at times. Federal attention has been given towards declining fish species, which resulted in legal actions to restrict water export from southern pumps. A consensus based program, called CALFED, was developed to bring opposing parties together, but ended up collapsing for a variety of reasons. New governance structures, such as the Delta Stewardship Council, have recently been introduced in order to craft a plan to reconcile long time conflicts between water uses, habitat values and other Delta resources. Issues surrounding water resource management in the Delta have been a central focus of policy makers in California for decades, making it perhaps one of the most complex resource challenges in the United States.

Subthemes: The Central Valley Project, the State Water Project, water infrastructure, impacts of water diversions, water management and policies



CVP's Delta-Mendota Canal (left), and SWP's California Aqueduct (right) adjacent to Interstate 5 in the San Joaquin Valley.¹²

Image Credits

- ¹California Irrigation Commission, United States; Congress. "Map of the San Joaquin, Sacramento and Tulare Valleys." Map. David Rumsey Map Collection. 1873. Cartography Associates. 4 Nov. 2008 <<http://www.davidrumsey.com/detail?id=1-1-1635-180047&name=Map+Of+The+San+Joaquin,+Sacramento+And+Tulare+Valleys>>.
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Chapter 5 - Affected Environment

Natural Resources & Special Status Species

The Delta represents the connection and confluence of a vast watershed, connecting inland streams and rivers originating from the Cascade, Coast, and Sierra Nevada ranges with the San Francisco Bay and Pacific Ocean. Approximately 40 percent of California's land area and 50 percent of its total stream flow converges at the Delta.

The ecosystem of the Delta was historically very rich, supporting abundant populations of wildlife and fish. However, native wildlife have been impacted by significant changes to the ecosystem over the past 150, including loss of habitat, loss of access to upstream habitat from dam construction, diking and draining for reclamation, urbanization, changes in flows, invasive species, pollutants, export pumping, and more. Large mammals, such as bear and elk, which historically lived in and around the Delta have either been eliminated or reduced to extremely low numbers. In recent years, pelagic fish populations, such as Delta smelt, have declined to record low levels. Salmon runs have also experienced significant declines in the Delta.

Despite the large scale changes, a number of different habitat types can still be found throughout the Delta including: intertidal wetlands, rivers, sloughs; riparian woodlands, scrub, non-tidal wetlands, grasslands, floodplains, and seasonal wetlands. With management practices such as seasonal flooding, Delta farmlands also serve as valuable habitat, particularly for resident and migratory waterfowl and shorebirds. Overall the Delta supports hundreds of species of flora and fauna. Special status wildlife species found in the Delta include:

- Chinook Salmon, Steelhead, Green Sturgeon, Delta Smelt, and Sacramento Splittail
- Salt Marsh Harvest Mouse, San Joaquin Kit Fox, Suisun Shrew, Townsend's Big-Eared Bat, and Hoary Bat
- Black Rail, Great Blue Heron, Snowy Egret, Sandhill Crane, Song Sparrow, Swainson's Hawk, and Burrowing Owl
- Giant Garter Snake and Western Pond Turtle
- Elderberry Longhorn Beetle

Water

In California, rainfall runoff and snowmelt are captured in reservoirs to redistribute to urban and agricultural customers while meeting environmental requirements. About 75 percent of the State's water originates north of the Delta; and about 75 percent of the State's water needs occur south of the Delta.

About two-thirds of the State's population gets at least a portion of its drinking water from the Delta watershed. Water is bound for distribution through both the State Water Project (SWP) and the federal Central Valley Project (CVP) is taken from the south Delta. The CVP supplies primarily agricultural land south of the Delta but also supplies urban areas and wildlife refuges.

In addition, water to serve some Bay area urban users is taken from the Delta. The SWP supplies primarily urban uses but also supplies agricultural uses south of the Delta. On average, the projects export a total of about 5 million acre feet annually. In addition, Delta farmers and irrigation districts have rights to irrigate with water taken directly from Delta sloughs and channels.

Because the Delta drains the Sacramento River and San Joaquin River watersheds, urban stormwater runoff and waste discharges from upstream and adjacent areas enter Delta waterways and cause water quality problems. Low-flow years generally carry higher concentrations of waste discharges and agricultural runoff and drainage than do wet years. Some treated municipal and industrial wastewater, untreated urban storm water, and agricultural runoff and drainage enter the Delta directly. Other urban and agricultural discharges from upstream in the watershed enter the Delta along with the river flows. Seepage onto Delta islands from adjacent channels and drainage from the agricultural lands are released back to the Delta channels at hundreds of locations.

The Central Valley Regional Water Quality Control Board (Board) has identified the Delta as impaired by a number of pollutants, including some pesticides, low dissolved oxygen, electrical conductivity (salinity), and mercury. Designation as an impaired water body by the Board, relevant to certain water quality criteria or other stressors, is variable depending on portions of the watershed within the Delta. Delta fish have elevated levels of methylmercury, which poses a risk to humans and wildlife that eat the fish on a regular basis.

The daily tidal cycles and the San Joaquin River contribute most of the salinity to the Delta. During periods of high Delta inflows, salinity is low; during periods of low Delta inflows, the salinity level rises. Salinity in the Delta is managed by a mix of releases from upstream reservoirs, Cross Channel Gate operations, Delta outflow, and exports from the Delta. The Delta is governed by water quality standards for municipal and industrial uses, agricultural uses, and fish and wildlife, all of which are currently under review by the State Water Resources Control Board. The combination of organic matter (decaying vegetation), bromide in the seawater, and disinfectants used in water treatment plants produce disinfection byproducts that may pose health risks.

The State Water Resources Control Board and the Regional Boards designate beneficial uses of the State's waters. In the Delta, beneficial uses include: municipal and domestic supply; agriculture; industry; groundwater recharge; navigation; recreation; wildlife habitat; fish migration and spawning; and preservation of rare and endangered species.

Land Use

The settlement pattern of the Delta was historically, and currently remains, closely associated with the Delta's waterways, as well as the configuration of agricultural lands. The Delta is no longer the vast marshland that it historically was and instead is an agriculturally dominated

landscape with a total of 1,100 miles of levees enclosing 57 islands. Due to the rich peat soils, as well as mineral soils at higher locations, the Delta's farmlands are highly productive and well suited for ongoing agricultural operations.

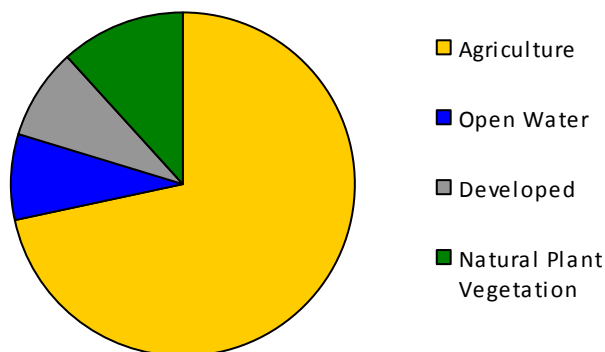
The Delta is divided into the Primary Zone and the Secondary Zone, which consist of approximately 500,000 acres and 238,000 acres, respectively. The Primary Zone is a predominately rural landscape as it encompasses the locations where development proposals did not currently exist and where no general plans called for growth at the time the Delta Protection Act was developed; while the Secondary Zone includes urbanized areas. Development within the Primary Zone is

extremely limited and requires approval by the DPC. A handful of small, unincorporated towns are in the Primary Zone, along the Sacramento River, including Clarksburg, Courtland, Hood, Locke, Walnut Grove, and Ryde. These unincorporated towns, sometimes referred to as "legacy communities" possess a rural charm with events, local businesses, and recreational opportunities that are attractive to visitors and locals alike. Rio Vista is located partially within the Primary Zone, but not within the Secondary Zone. The Secondary Zone consists of land at the periphery of the Delta, and contains most of the Delta's urbanized land. One incorporated city, Isleton, and portions of other incorporated cities including Stockton, Antioch, Oakley, Sacramento, West Sacramento, Elk Grove, Tracy, Lathrop and Pittsburg, are located within or just outside of the Secondary Zone. Current and future population growth increases the demand for developable land in much of the Secondary Zone due to it being near existing population centers of the Bay Area, Sacramento and Stockton. This demand results in the conversion of open space, primarily agricultural land, to residential and commercial uses which is yielding an increase in concern about the potential for urbanization and projects in the Secondary Zone to impact the Primary Zone.

Hundreds of miles of rivers and sloughs lace the region. These waterways provide habitat for many aquatic species and the uplands provide year-round and seasonal habitat for a wide variety of terrestrial species. Some agricultural lands also provide rich seasonal wildlife habitat as thousands of acres of agricultural lands are flooded after harvest and provide feeding and resting areas for resident and migratory birds and other wildlife. Sherman Island, Twitchell Island, Staten Island, portions of the Yolo Bypass (e.g., Vic Fazio Wildlife Area) and McCormack-Williamson Tract are held as conservation lands and are currently operated as farmlands.

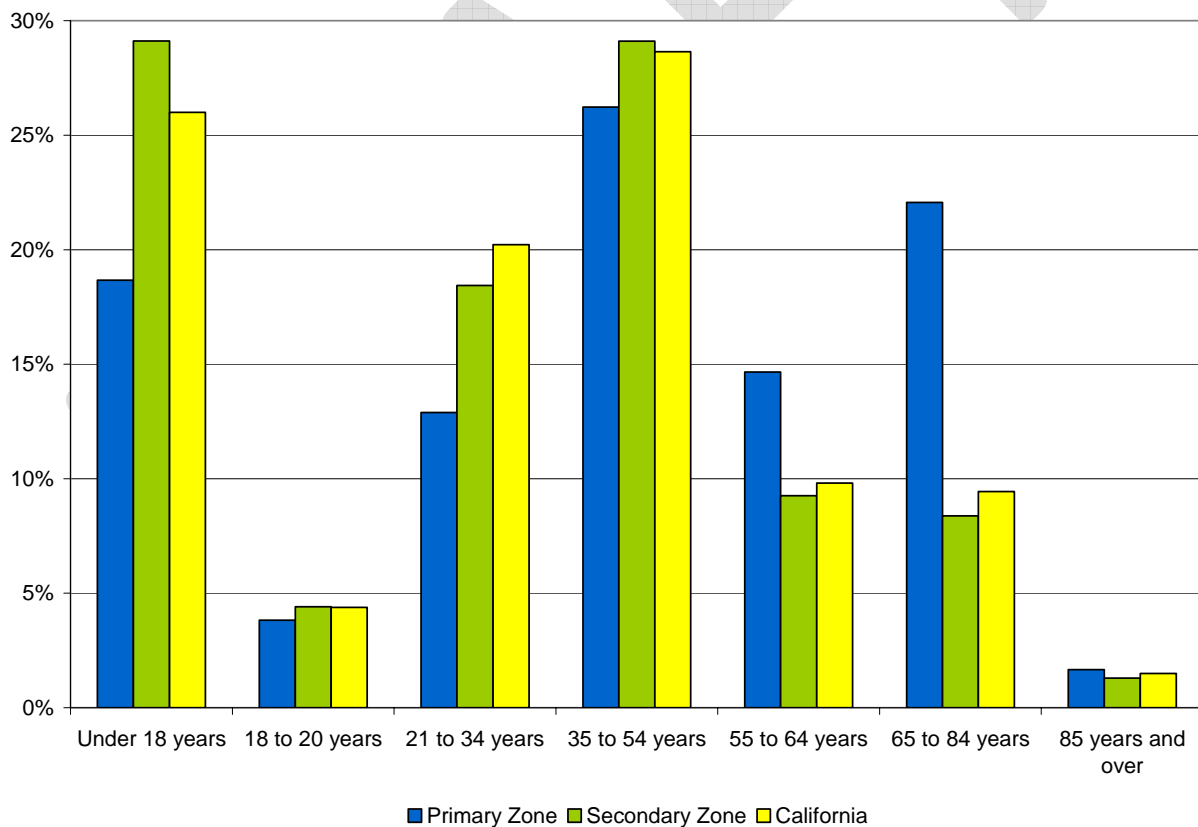
Legal Delta's Landuse Composition¹

Relative Proportion's of Major Landuse Types

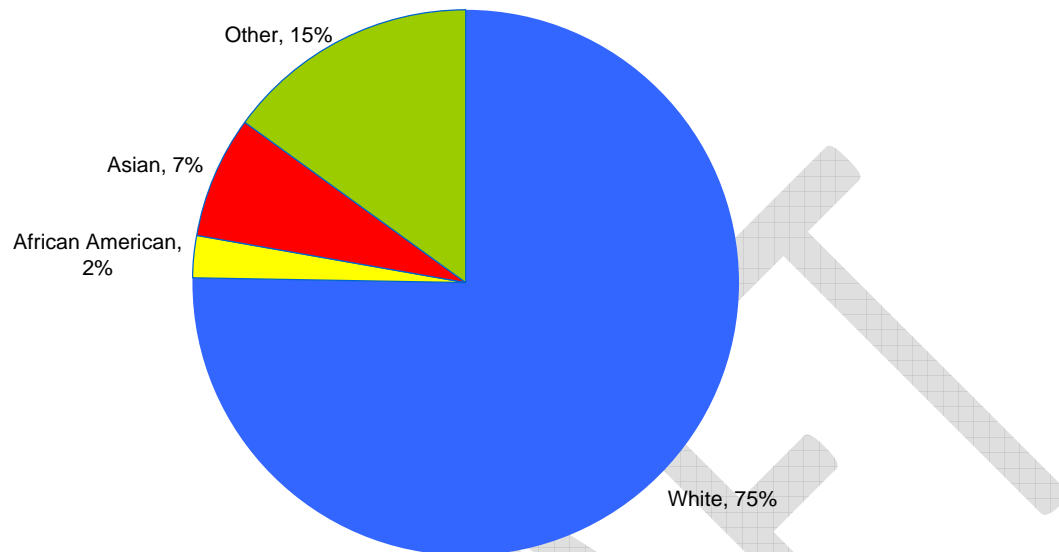


Population

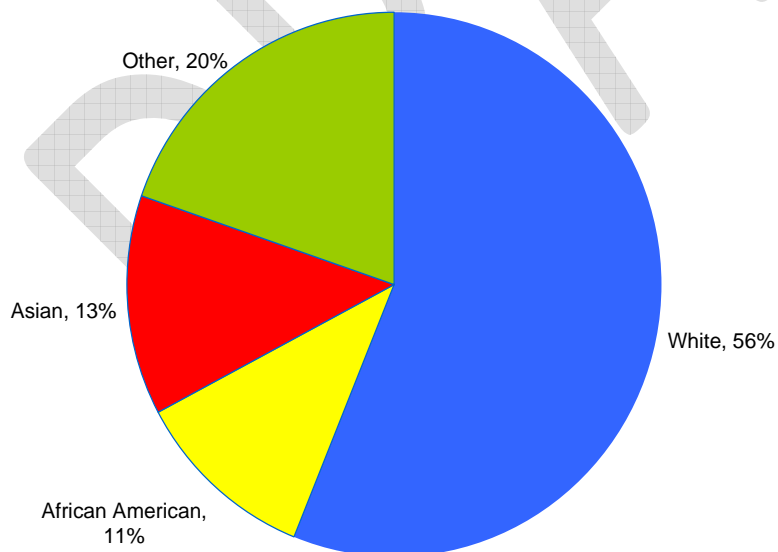
The Legal Delta has experienced rapid population growth, increasing by about 54 percent since 1990, compared to 25 percent statewide. This high growth rate is partially due to rapid urbanization due to the Delta's position in the midst of large metropolitan areas in Northern California. However, the majority of this population growth occurs in the Secondary Zone, where most of the Delta's population lies, with the highest concentrations being in Antioch and Pittsburg to the west, Stockton and Tracy to the southeast and Sacramento and West Sacramento to the north. Specifically, the Secondary Zone contains an estimated 560,000 residents according to the 2010 Decennial Census, up from about 360,000 in 1990, a 56 percent increase (the state as a whole increased by 25 percent during this period). However, as the Primary Zone is mainly undeveloped land, its population density is low and generally centered on the legacy communities. Its population has remained relatively stable over recent years and was about 12,000 in 2010, which was roughly the same as in 1990. The following four charts illustrate the composition of age, race, and annual income of the Delta's population.



Age Distribution in the Delta²

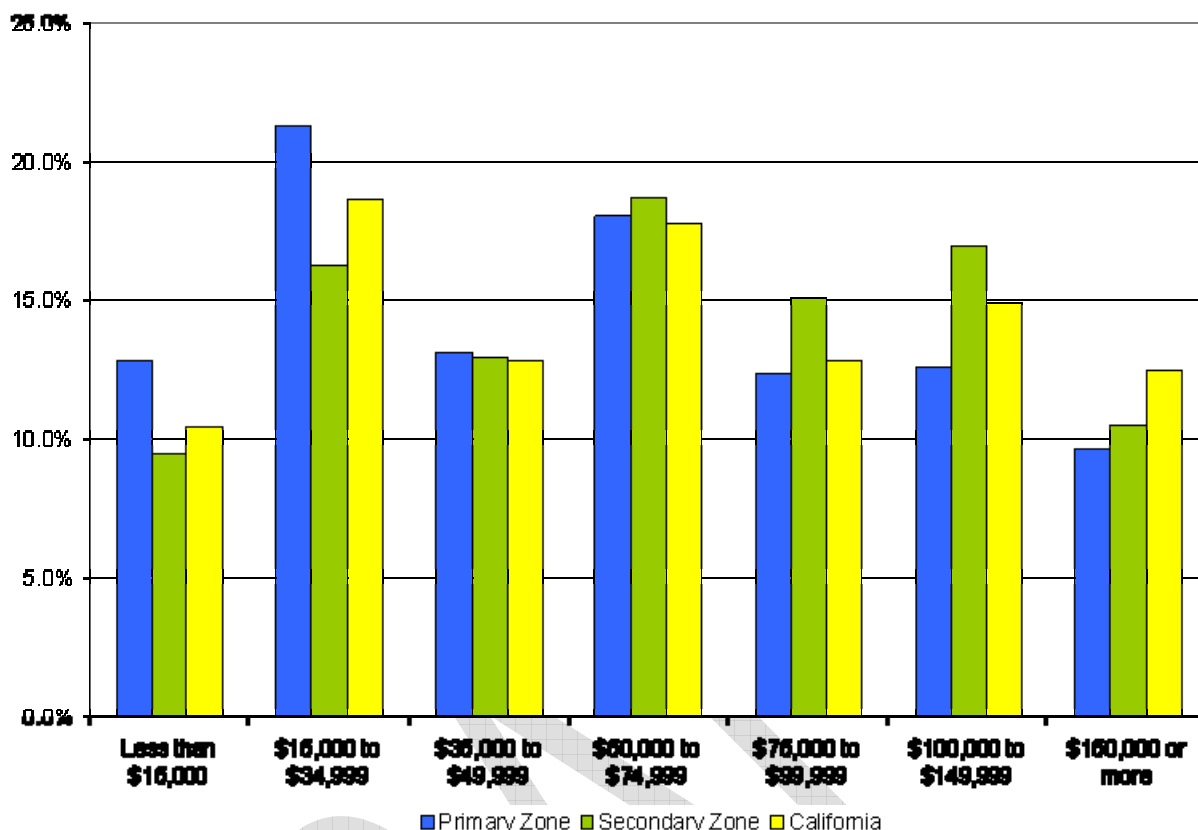


Race in the Primary Zone³



Race in the Secondary Zone⁴

Across all race categories approximately 26 percent of the Primary Zone population and 30 percent of the Secondary Zone population reported being of Hispanic origin.



Income Distribution in the Delta⁵

Business and Industry

The Delta's cultural, recreational, natural resource, and agricultural values are inextricably linked to economic activities that are carried out in the Delta. Therefore, maintaining a healthy economy that supports these activities within the Delta is critical to protecting these values.

As an economic place, the Delta is dependent upon agriculture, with recreation and tourism also being important economic drivers. Close to 80% of all farmland in the Delta is classified as "Prime Farmland" by the Farmland Mapping and Monitoring Program. The approximately \$660 million in Delta crop production and \$90 million in Delta animal and animal product revenue has an economic impact of 9,250 jobs, \$635 million in value added and \$1.3 billion in output in all five Delta counties. Across all of California, the economic impact of Delta agriculture is 12,360 jobs, \$761 million in value added, and \$1.5 billion in output. When regional canneries and wineries that are tightly linked to Delta crops are included with crop and animal production, the total economic impact of Delta agriculture is 13,700 jobs, \$1.1 billion in value-added, and nearly \$2.8 billion in economic output in the five Delta counties. In addition, Delta agriculture supports nearly 23,000 jobs, over \$1.9 billion in value-added, and over \$4.6 billion in economic output in the state of California.

Recreation and tourism is an integral part of the Delta, complementing its multiple resources and contributing to the economic vitality of the region. Recreation and tourism activities in the Delta include boating, fishing, hunting, birdwatching, sightseeing, agritourism, winetasting, and more. Nearby residents visit virtually every day, generating a total of roughly 12 million visitor days of use annually and a direct economic impact of more than a quarter of a billion dollars in spending. The current direct spending in the Delta region from *resource-related* and *right-of-way/ tourism-related* trips is estimated at roughly \$251 million inside the Delta. Additional economic impacts associated with urban recreation are not quantified, but are likely significant. Delta recreation and tourism supports about 2,700 jobs in the five Delta counties. These jobs provide about \$90 million in labor income and a total of \$152 million in value added to the regional economy. Delta recreation and tourism supports nearly 5,000 jobs across all of California and contributes about \$325 million in value added.

Transportation and Infrastructure

Due to the Delta's location between major population areas, its unique resources, especially water and natural gas, its flat terrain, and general lack of development, the Delta has high value as a utility and transportation corridor. More than 500 miles of transmission lines and more than 60 substations lie within the Delta boundaries. Within the larger Delta-Suisun Marsh area are approximately 240 operation gas wells. Natural gas pipelines serve local gas fields and regional pipelines. PG&E's underground natural gas storage area under McDonald Island provides up to one-third of the peak natural gas supply for its service area. Pipelines carry gasoline and aviation fuel across the Delta from Bay Area refineries to depots in Sacramento and Stockton for distribution to Northern California and Nevada and provide approximately 50 percent of the transportation fuel used in that region. The Mokelumne Aqueduct, consisting of three pipelines, is the main municipal water conveyance facility for 1.3 million people in the East Bay Municipal Utility District. The aqueduct crosses five Delta islands/tracts (Orwood Tract, Woodward Island, Jones Tract, Roberts Island, and Sargent-Barnhart Tract) protected by levees. The Sacramento and Stockton deep water ship channels both play crucial roles in the international import and export of goods.

Transportation systems traversing around and through the Delta include several railroads, freeways, state highways, and county roads. Three interstate freeways (Interstate 5, Interstate 80, and Interstate 580) provide major transportation and trucking routes that pass the periphery of the Delta. The three major state highways in the Delta (State Routes 4, 12, and 160) are typically two lanes, sometimes built on top of levees. Originally meant for lower traffic volumes at moderate speeds, the state highways are now heavily used for regional trucking, recreational access, and commuting. More than 50 bridges, including approximately 30 drawbridges, span the navigable channels.

Data Sources

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DRAFT

Chapter 6 - Management Alternatives

National Heritage Area (NHA) feasibility studies should include management alternatives and preliminary assessments of impacts. Four different management alternatives were proposed for discussion in this process: continuation of current practices without a NHA designation; a Sacramento-San Joaquin Delta NHA; a Delta State Heritage Area/Corridor, and a locally designated Delta Heritage Area. These alternatives and their potential impacts were outlined in a public review memo and local participants discussed the positive and negative implications of each of the four alternatives at a public meeting in July 2011.

Alternative 1

Continuation of current practices

No federal designation or additional authority for federal involvement/funding would be pursued under this option. Efforts for historic preservation, signage, economic development, public education, marketing, and other goals of a Delta NHA can continue to be pursued under their current auspices. The resources currently owned and operated by nonprofits, and local, state, and federal government would continue to be maintained and made available for public use under existing policies. There would be no new National Park Service (NPS) program dedicated exclusively to providing technical assistance and no additional federal funding. State and local government, private nonprofit organizations and foundations, and for-profit organizations would continue to be the primary sources of funds for the protection and interpretation of heritage resources in the Delta.

Alternative 2

Creation of a Sacramento-San Joaquin Delta NHA

This management alternative involves congressional designation of a NHA in the Sacramento-San Joaquin Delta. Under this alternative, the National Park Service would provide technical assistance to the management entity of the NHA. The Delta would achieve national recognition as a place of special significance and would be able to receive federal seed money. This seed money could reach one million dollars per year for up to 10 years, and could be used to leverage funds from other sources to undertake the projects outlined in the management plan. Projects would include interpretive signage, historic preservation, and regional branding. On average, existing NHA management entities leverage \$8 of funds for every \$1 of federal seed money and a variety of potential funding sources are located in the urban areas that surround the Delta.

Designation as a NHA would give national recognition to the role of the Delta in California and American history, and draw attention to the Delta as a place of special significance, both ecologically and a culturally. A NHA could help gain visibility of the Delta as a destination nationally and internationally, which can lead to economic development opportunities. Currently, most of the heritage tourism attractions in the Delta, such as museums, have limited hours and staffing due to funding, and a Delta NHA could help expand these activities with an increase in visitation. NHA designation may draw more attention to the historic assets of the

Delta which are of value to the families who have lived in the region for generations, and these significant assets could benefit from the visitors dollar for restoration, maintenance, and enhancement. An increase in visibility could help increase the number of visitors to state parks and recreation areas in the Delta, which could lead to an improvement the area's amenities.

As stated in the mission statement, a Delta NHA can serve as an opportunity to recognize, enhance, and promote 'Delta-as-a-Place' in order to help cultivate and retain appreciation and understanding by residents and visitors of the Delta. For quite some time, the Delta has been a lesser known region of California, and even persons who live as close as the Bay Area and Sacramento know little about the Delta. A NHA can be a valuable tool to educate the public about the Delta.

Alternative 3

California Delta Heritage Corridor (State Designated)

California State Parks developed a Central Valley Vision Implementation Plan in 2009. This plan recommends establishing five Central Valley driving routes as heritage corridors to bring visitors to the valuable heritage resources in the Central Valley. One of the recommended heritage corridors is the California Delta Heritage Corridor, which would link historic Delta towns, recreation sites, ecotourism areas, and agritourism sites. These heritage corridors would be designated under the California Recreational Trails Act, as provided in Public Resources Code Section 5070.3, 5071, and 5073.

Several other states, including Maryland, New York, and Pennsylvania have state heritage area programs, and further research could be done on these programs to inform the development of a state designated California Delta Heritage Corridor. A State Heritage Corridor would, if funds were available, have some of the same potential benefits as a NHA; improved visitor information (maps, wayfinding signs and kiosks, brochures, etc) and education about the corridor's historical, natural, and recreational assets, which may encourage rural tourism that could assist with economic development. Like a NHA, a State Heritage Corridor could be a valuable tool to educate persons about the Delta and could help recognize, enhance and promote 'Delta-as-a-Place'. NPS staff would not play an advisory role (unless assistance is granted through a different program). A State Heritage Corridor would not be eligible for the seed money that is granted with NHA designation, and there are no apparent sources of state funds to support its planning or implementation now. It could still be a valuable symbol of Delta organizations' desire to develop partnerships and seek funding from other public/private sources, if local partners choose to use it as a vehicle for those activities.

The State Heritage Corridor designation could still be pursued for the Delta, regardless of whether or not the Delta receives NHA designation. While planning for it would require a separate process, the Delta NHA feasibility study could serve as a valuable reference as it contains information that is potentially relevant to both designations, such as proposed themes, heritage area resources, etc.

Alternative 4

Locally Designated Sacramento-San Joaquin Delta Heritage Area

A final option is a Delta Heritage Area (DHA) which is designated, planned, and managed by a local entity. Like a NHA, projects could be undertaken, such as historic preservation and interpretive signage which recognize, enhance, and promote 'Delta-as-a-Place.' Projects which increase visitor amenities in the Delta, such as public restrooms, waste receptacles, and directional signage could still be developed. Like the State Heritage Corridor option, a DHA would not be eligible for the federal financial assistance, or the NPS partnership that NHAs are eligible for. However, federal resources and assistance could still be sought through other programs. A DHA would not receive the national recognition that a NHA would, or the statewide recognition that a state heritage corridor would, but would still enable the Delta to gain more visibility as a region, which could lead to economic and educational benefits. A DHA would not have to obtain Congressional approval, or go through annual congressional funding cycles, and therefore could be initiated more quickly than a NHA.

Evaluation

The four alternatives described above were presented at the July 25, 2011 public meeting and Alternative 2 was the most favored: creation of a Sacramento-San Joaquin Delta National Heritage Area. Meeting participants recognized the following potential benefits of a Delta NHA:

- A mixture of private and public collaboration that vests control at local level for establishing priorities and allocating federal funds.
- Federal recognition to draw attention to 'Delta-as-a-Place'.
- Optimizing the likelihood for success in creating a regionally integrated approach to wildlife habitat and agritourism which is significant to achieve economic sustainability for the Delta.

The only con identified at this meeting was that concerns have been expressed by some Delta locals about impacts on property rights. Chapter 10 discusses tools that could be used to alleviate these concerns.

Participants of the meeting were generally not in favor of Alternative 1, *Current Practices*, due to lack of local control. Alternative 3, a Delta State Heritage Corridor, was also not generally a favored alternative, due to lack of funding capabilities. Alternative 4, a locally designated heritage area was identified by some as the next best alternative to a NHA, but concerns were raised for this designation due to the lack of funding and national stature.

Chapter 7 – Conceptual Boundaries

Conceptual boundary delineations, as recommended by National Park Service guidelines, are an important part of the NHA feasibility study. NHA boundaries should include the natural/cultural/historic resources which support the proposed NHA themes. The boundaries of the potential NHA remain conceptual through the feasibility study process, and are not finalized until after a NHA is designated by Congress and a management plan is developed.

The conceptual boundaries are still under consideration and will continue to be a topic of discussion as the DPC finalizes this study, scheduled to be complete in December 2011. Input will be solicited on this topic via public comments from this document, a series of three public meetings that the Commission will hold throughout the Delta, further input from the Study Team, and input from the Delta counties. Two boundary alternatives for consideration are outlined in this section. The first boundary alternative was developed by the DPC staff based upon the geographical range of heritage resources in the Delta which are supportive of NHA themes. The second boundary alternative is the boundary that was included in the Delta NHA legislation introduced by Dianne Feinstein (Senate) and John Garamendi (House of Representatives).

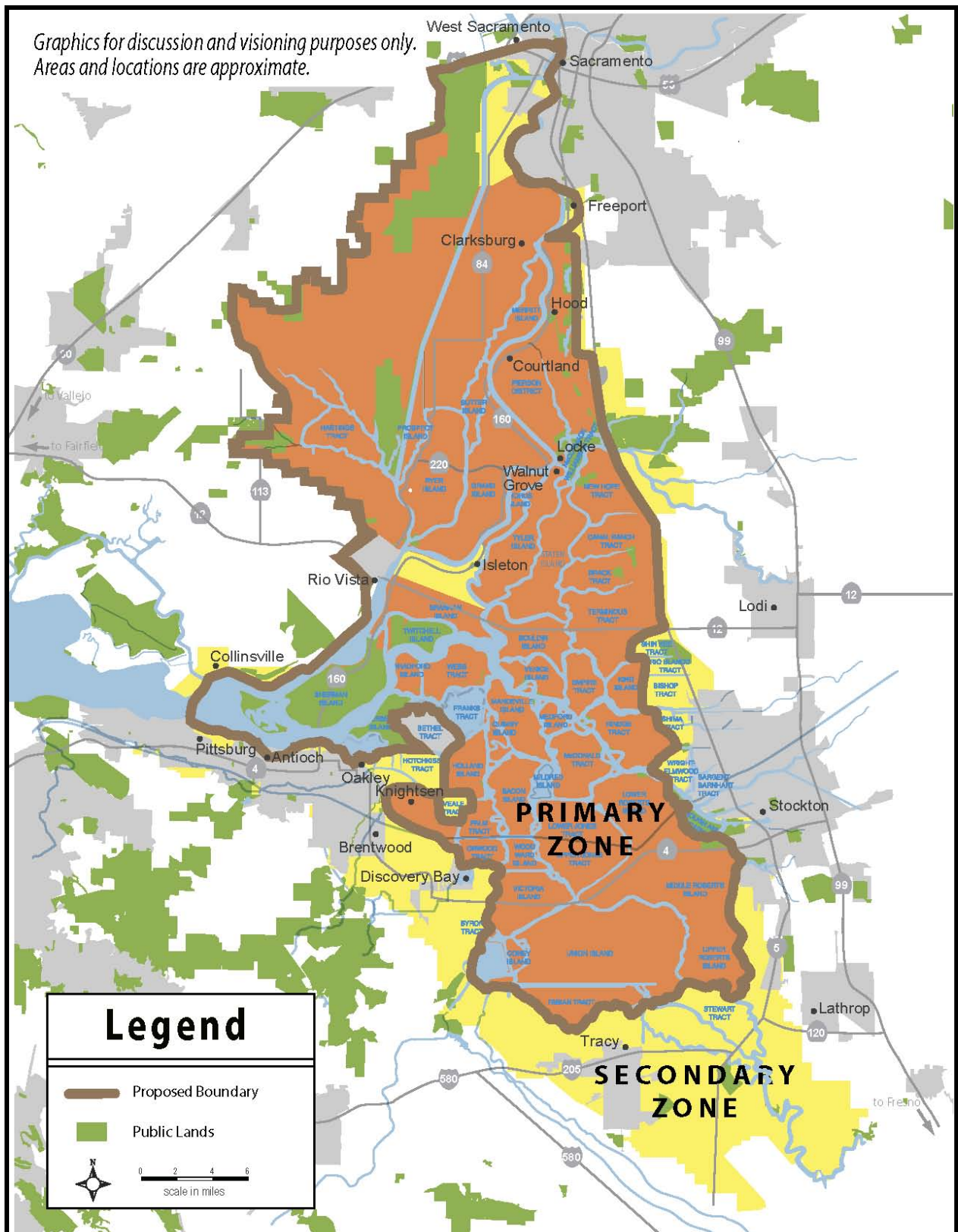
Conceptual Boundary Alternative 1

This boundary includes the entire Primary Zone of the legal Delta with an emphasis of the Sacramento River corridor towns (Clarksburg, Hood, Courtland, Locke, Walnut Grove Ryde, and Knightsen) plus a few add-ons, all of which are directly adjacent to the Primary Zone. The Primary Zone contains a wealth of natural, historical, cultural, recreational, and agricultural resources which support the proposed NHA themes. Some of the add-ons, specifically portions of Antioch and Sacramento, and Rio Vista, coincide with the recommended ‘gateways’ that California State Parks identified in the *Recreation Proposal for the Sacramento-San Joaquin Delta and Suisun Marsh*. The proposed add-ons are as follows:

- **Rio Vista, Isleton, and Freeport.** These are considered ‘legacy communities’ of the Delta, all played important roles in the Delta’s history, still retain historical flavor, and contain resources relevant to Delta NHA themes. Resources of particular interest include the Dutra Museum of Dredging in Rio Vista, the Rio Vista Museum, the Isleton Museum, the Isleton Chinese and Japanese Historic Districts, the Isleton Bridge, and the Freeport Bridge.
- **The Rivertown District of Antioch.** A number of historic sites exist in this district which supports proposed NHA themes. Particularly, the Antioch Historical Society Museum housed the Bureau of Reclamation in 1932, and contains numerous historic artifacts relevant to the proposed NHA themes. Other historic resources include the Cannery Sites (Cannery Lady Statue), Fulton Shipyard, the Dow Wetlands, and the Roswell Butler Hard House.

- **Big Break Regional Shoreline.** Big Break Regional Shoreline is a unit of the East Bay Regional Parks District, with important wildlife habitat, outdoor recreation, and environmental education facilities. Currently, the *Delta Discovery Experience* is being developed which includes an interactive map of the Delta, and covered outdoor use areas for interpretive and educational exhibits highlighting the Delta, its ecosystems, and wildlife.
- **Northern Delta area, including riverfront portions of West Sacramento and Sacramento.** Including this area would incorporate a few relevant historic resources, such as the First Pacific Coast Salmon Cannery in West Sacramento, the West Sacramento Historical Society, Tower Bridge, Old Sacramento State Historical Park, and the Delta King.

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Conceptual Boundary Alternative #1 for a Delta NHA

Conceptual Boundary Alternative 2

This boundary alternative was developed for the Delta NHA legislation introduced by Dianne Feinstein (Senate) and John Garamendi (House of Representatives). The majority of the land area in this alternative is within the Legal Delta, and includes most of the areas as Boundary Alternative 1, but extends into the Suisun Marsh and Carquinez Strait.

As National Park Service criteria outlines, NHAs must contain an assemblage of natural, historic, or cultural resources that together represent distinctive aspects of American heritage. Therefore, consideration of this boundary must include discussion on ways in which the resources of the Carquinez Strait and Suisun Marsh are also supportive of the themes that have been identified in this process. Both the Carquinez Strait Preservation Trust and the Suisun Marsh Resources Conservation District have written to the DPC expressing their interests in being included in the NHA and explained relevant elements of their histories and existing resources (see appendix).

The Carquinez Strait is a geographical link between the San Francisco Bay and the Delta, therefore making it a key component of the largest estuary on the West Coast. The geologic creation of the Delta stemmed from sediments trapped inland of the rocky neck of the Strait. It is part of the passage for anadromous fish, as well as a Pacific flyway stopover location. Historically, it was part of the Gold Rush corridor and home to a fishing industry like the Delta was. Agricultural goods produced in the Delta were processed and stored in grain warehouses, flour mills, and canning facilities that were once prevalent along the Strait. One of the activities which the Carquinez Strait Preservation Trust has undertaken is the publishing of a book, *Gateway to the Inland Coast – The Story of the Carquinez Strait*, 1996, which goes into further detail about heritage resources in the Strait.

The Suisun Marsh lies directly adjacent to the Delta and is the largest estuarine marsh in the western United States and extremely diverse ecologically. The Marsh was also reclaimed for agriculture during the same period that the Delta was, though State and Federal water projects and upstream diversions led to a decline of agriculture in the marsh and most of the Marsh was then purchased to support waterfowl habitat and hunting. A number of resources in the Marsh are used for education, interpretation, and recreation, which can be supportive of the Delta NHA, particularly the public lands in the marsh which are open for wildlife viewing, hiking, birdwatching, photography, hunting, and fishing.

Regional Trails connect the systems together and areas of the Strait and the Marsh could serve as potential gateways for a Delta NHA. Financial advantages may also exist to including urban areas such as the communities along the Carquinez Strait.



Chapter 8 – Supporting Resources

Criteria for NHA designation includes language that an area must have natural, historic, and cultural resources that are representative of nationally-significant aspects of American history, and that recreational and educational opportunities exist as well. This chapter will discuss some of the key resources of the Delta. Key historic/cultural resources are listed, mapped, and described, including: National Historic Landmarks, National Register of Historic Places, California Historical Landmarks, California Points of Historical Interest, Historically Significant Bridges, museums, California Recreational Corridors, and festivals. Public lands with public access are listed, mapped, and described, as these lands serve as valuable natural, recreational, and in some case historical/cultural resources. Finally, recreational resources of the Delta are mapped. The resources discussed in this section are the resources for Boundary Alternative 1. If Boundary Alternative 2 is pursued, then the DPC will solicit further input from the Carquinez Strait Preservation Trust and the Suisun Marsh Resource Conservation District to develop maps, inventories, and descriptions of the supporting resources in those areas.

County	Resource Name	Address	City/Town
National Historic Landmarks			
Sacramento	Old Sacramento Historic District (Partial)	Old Sacramento	Sacramento
Sacramento	Locke Historic District	Locke	Locke
National Register of Historic Places			
Sacramento	Delta King	Sacramento River Near Intersection of Front and K Streets	Sacramento
Sacramento	Rosebud Ranch	N of Hood	Hood
Sacramento	Runyon House	12865 River Rd.	Courtland
Sacramento	Delta Meadows Site	Address Restricted	Locke
Sacramento	Locke Historic District	Bounded on the W by the Sacramento River, on the N by Locke Rd., on the E by Alley St., and on the S by Levee St.	Locke
Sacramento	Brown, John Stanford, House	13950 CA 160	Walnut Grove
Sacramento	Imperial Theatre	Market St.	Walnut Grove
Sacramento	Walnut Grove Chinese-American Historic District	Bounded by C, Tyler, and Bridge Sts., and River Rd.	Walnut Grove
Sacramento	Walnut Grove Commercial/Residential Historic District	Browns Alley and River Rd.	Walnut Grove
Sacramento	Walnut Grove Gakuen Hall	Pine and C Sts.	Walnut Grove
Sacramento	Walnut Grove Japanese-American Historic District	Bounded by Winnie St., Tyler St., C St., and River Rd.	Walnut Grove
Sacramento	Isleton Chinese and Japanese Commercial Districts	Bounded by River Rd. and Union, E and H Sts.	Isleton
Contra Costa	Riverview Union High School Building	1500 West 4th Street	Antioch
Contra Costa	Roswell Butler Hard House	815 West First Street	Antioch
California Historical Landmark			
Sacramento	Eagle Historical Theatre	925 Front St.	Sacramento
Sacramento	First Transcontinental Railroad	Old Sacramento State Historic Park, Sacramento, California State Railroad Museum, rear lounge area	Sacramento
Sacramento	Site and State and Railroad (First)	Old Sacramento State Historic Park, NW corner of Front and K Sts	Sacramento
Yolo	First Pacific Coast Salmon Cannery	West Sacramento	W. Sacramento
California Points of Historical Interest			
Sacramento	George Hack House	River Road	Freeport
Sacramento	Jean Harvie School, Walnut Grove Community Center	14273 River Road	Walnut Grove
Sacramento	River Mansion	13415 Grand Island Road	Walnut Grove
Historically Significant Bridges (determined eligible for listing in the National Register of Historic Places)			
Sacramento	Freeport Bridge	Near Freeport on Freeport blvd over Sacramento River	Freeport
Sacramento	Isleton Bridge	Near Isleton on State Route 160 over Sacramento River	Isleton
Sacramento	Paintersville Bridge	Near Courtland on State Route 160 over Sacramento River	Courtland
Yolo/ Sacramento	Tower Bridge	State Route 279 (Capitol Mall in Sacramento) across the Sacramento River, between West Sacramento in Yolo County and the City of Sacramento	W. Sacramento /Sacramento
San Joaquin	Bacon Island Road Bridge	In the vicinity of Stockton on Bacon Island Road over Middle Road	Stockton
San Joaquin	Middle River Bridge	Near Stockton on State Route 4 over Middle River	Stockton
San Joaquin	Old River Bridge	Near Stockton on State Route 4 over Old River	Stockton
Museums			
Sacramento	California Railroad Museum	125 "I" Street	Sacramento
Sacramento	Isleton Museum	33 Main Street	Isleton
Sacramento	Locke Board House Museum	13916 Main Street	Locke
Sacramento	Locke Dai Loy Museum	Main Street	Locke
Sacramento	Sacramento History Museum	101 I Street	Sacramento
Yolo	West Sacramento Historical Society	849 Jefferson	W. Sacramento
Solano	Rio Vista Museum	16 N. Front Street	Rio Vista
Contra Costa	Antioch Historical Society	1500 W. Fourth Street	Antioch
California Recreational Trail Corridors			
Contra Costa, Sacramento, San Joaquin, Yolo	American Discovery Trail		
Contra Costa, Sacramento, San Joaquin	Mokelumne Coast to Crest Trail		

CULTURAL/HISTORICAL RESOURCES OF THE PROPOSED SACRAMENTO-SAN JOAQUIN DELTA NATIONAL HERITAGE AREA

Legend

- NATIONAL HISTORIC LANDMARKS
- NATIONAL REGISTER OF HISTORIC PLACES
- CALIFORNIA HISTORIC LANDMARKS
- CALIFORNIA POINTS OF HISTORICAL INTEREST
- HISTORICALLY SIGNIFICANT BRIDGES
- MUSEUMS
- CONCEPTUAL BOUNDARY ALTERNATIVE 1
- LEGAL DELTA BOUNDARY
- DELTA PRIMARY ZONE
- DELTA SECONDARY ZONE

Inset Map 1: Sacramento Area

- SACRAMENTO HISTORY MUSEUM
- DELTA KING
- FIRST PACIFIC COAST SALMON CANNERY
- W. SACRAMENTO HISTORICAL SOCIETY
- CA RAILROAD MUSEUM
- FIRST TRANSCONTINENTAL RAILROAD
- EAGLE THEATER
- OLD SAC. HISTORIC DISTRICT
- SITE AND STATE AND RAILROAD (FIRST)
- TOWER BRIDGE

Inset Map 2: Lodi Area

- LOCKE HISTORIC DISTRICT
- LOCKE BOARDING HOUSE
- DELTA MEADOWS SITE
- JOHN STANFORD BROWN HOUSE
- WALNUT GROVE JAPANESE-AMERICAN HISTORIC DISTRICT
- WALNUT GROVE COMMERCIAL/RESIDENTIAL HISTORIC DISTRICT
- ANDRUS ISLAND
- JEAN HARVEY WALNUT GROVE COMMUNITY CENTER
- LOCKE LOY MUSEUM
- WALNUT GROVE GARDEN HALL
- WALNUT GROVE CHINESE-AMERICAN HISTORIC DISTRICT
- IMPERIAL THEATRE

Map Labels: Sacramento, West Sacramento, Freepoint, Clarksburg, Hood, Courtland, Walnut Grove, Lodi, Stockton, Manteca, Lathrop, Tracy, Discovery Bay, Knights, Oakley, Antioch, Collinsville, Pittsburg, Rio Vista, Rio Vista Museum, Antioch Historical Society/Riverview Union High School Building, Roswell Butler Hard House, Discovery Bay, Knights, Oakley, Antioch, Collinsville, Pittsburg, Rio Vista, Rio Vista Museum, Antioch Historical Society/Riverview Union High School Building, Roswell Butler Hard House.

Scale: 0 5 10 Miles

Graphics for discussion and visioning purposes only. Areas and locations are approximate.

Descriptions of Key Sites

Photos by DPC, unless noted otherwise

National Historic Landmarks

Locke Historical District

Locke, Sacramento County

Built in 1915, the town of Locke, is the last vestige of a single Chinese community in the nation. The town was built and inhabited exclusively for and by the Chinese. Many community



Photo source: Locke Foundation

members helped build the first transcontinental railroad and the extensive levee system throughout the Delta. Locke is composed of four blocks of one- and two-story commercial and residential structures entirely designed in the false-fronted, woodcutter, gothic style which was predominate in the small turn-of-the-century river towns. Many of the original descendants live in the community today.

Old Sacramento Historic District

Old Sacramento, Sacramento County

Situated on the lower Sacramento River, Sacramento's river port emerged in 1849-50 after the discovery of gold at Sutter's Mill, in Coloma, in the Sierra Nevada Mountains. Sacramento then became the terminus for the Pony Express, the first transcontinental railroad, and the transcontinental telegraph. A large number of buildings dating from the 1850s to the 1880s remain in the original business district.



Photo source: Old Sacramento Foundation

National Register of Historic Places



Photo source: Delta King

Delta King

Sacramento, Sacramento County

The Delta King is a 285 foot long paddlewheel-steamboat. The boat was christened on May 20, 1927 and ran 10 hour trips between Sacramento to San Francisco. The Delta King operated until World War II when it was requisitioned by the US Navy. The Delta King is now a 44 room hotel, restaurant and theater.



Rosebud Ranch

Hood, Sacramento County

Built in 1877 by California Senator William Johnston and designed by Sacramento master architect Nathaniel Goodell, Rosebud main house is an exceptional example of late 19th century Italianate architecture. The ranch also comprises a farm complex typically seen in 19th century Delta farms, complete with smokehouse, barns, bunk houses, pump rooms, and sheds. The house was solely owned and occupied by the Johnston family until 1967 when the house was purchased by well known artist Wayne Thiebaud.

Runyon House

Courtland, Sacramento County

The Runyon house, built in 1868, was home to Solomon Runyon, one of the earliest settlers in the Delta. Runyon became the largest orchardist in the Delta and built his home to reflect the bounties and opportunities found in the Delta.



Photo source: Prudential
Dunnigan RE

Delta Meadows Site

Locke, Sacramento County

Delta Meadows represents the cultural and biological remains of a protohistoric Native American village. Remains include faunal, burial, and ceremonial which represent the village life in the Delta prior to development. Additionally, the site contains examples of pre-reclamation Riparian Woodland.

John Stanford Brown House

Walnut Grove, Sacramento County



The Brown house, built in 1925, is a leading example of Tudor Revival architecture which was prevalent in the US throughout the 1910s-30s. The home was designed by noted Sacramento architect Frank “Squeaky” Williams. John Stanford Brown was born and raised in Walnut Grove and was the founding president of the Bank of Alex Brown.

Imperial Theater

Walnut Grove, Sacramento County



The Imperial Theater, built in 1919, was a source of entertainment for residents in the Delta. The theater was built by Yonekichi Takeda and owned by Mrs. Alex Brown, as exclusionary laws excluded Asian-Americans from owning property at that time. In the late 1930s the theater was purchased by Ray Gilgert. In 1954 a representative of the government of Nationalist China was met by virtually the whole Delta Chinese community in an effort to raise money and denounce communism at the Imperial Theater.

Walnut Grove Chinese-American Historic District

Walnut Grove, Sacramento County

The Walnut Grove Chinese-American Historic District, built circa 1937, served as the commercial and social center for both the Asian residents and for Chinese-American laborers working on the nearby farms and ranches. The district was the final cohesively constructed enclave of the Chinese Americans in the region and the last established Chinatown in the Delta.

Walnut Grove Commercial/Residential Historic District

Walnut Grove, Sacramento County



This district served as the center of the non-Asian commercial district between 1879 and 1923. The district buildings were all built and used by Walnut Grove resident Alex Brown. The district contains some of the oldest commercial and residential buildings in Walnut Grove.

Walnut Grove Gakuen Hall

Walnut Grove, Sacramento County

The Walnut Grove Gakuen Hall is the only known example of a Japanese culture and language school, designed and built by Japanese, as a reaction to the 1921 California public school segregation laws. Out of fear, the Japanese residents banded together and collected donations to construct the Gakuen Hall so that their children would be able to speak and understand the Japanese language and culture if forced to move back to Japan.



Photo source: National Park Service

Walnut Grove Japanese-American Historic District

Walnut Grove, Sacramento County

The Japanese-American District encompasses five acres on land within the town of Walnut Grove. The district was built in 1915 after fire destroyed the previous district. The district includes all the Japanese-American commercial section of town. The buildings are all designed with commercial suites on the first floor and residences on the second.



Isleton Chinese and Japanese Commercial Districts

Isleton, Sacramento County

This district served as the commercial and social center for both residents and the Asian-Americans in the surrounding areas. Isleton was the only Asian community constructed in the Delta during the heyday of agriculture in the 1920s, and was the last in a series of Chinese/Japanese American sections of town built on the same site since 1878. The district represents a cohesively constructed enclave of both Chinese-Americans and Japanese-Americans in the area and reflects the time when Asians were an essential and major agricultural labor force in the Delta. The 1920s press tin siding architectural style is unique to the town of Isleton.



Riverview Union High School Building

Antioch, Contra Costa County

The Riverview Union High School was the first high school built in Contra Costa County in 1911. Students from as far as Oakley and Pittsburg attended the school. After the school closed in 1931, the US Department of Reclamation occupied the building.



Photo source: NoeHill

Roswell Butler Hard House

Antioch, Contra Costa County



Photo source: Noe Hill

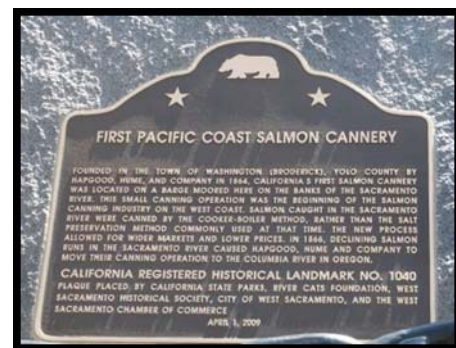
The Butler Hard house was constructed in 1869 with brick from Antioch's first brick factory. The home served as the meeting place for the first board of trustees for the newly incorporated city. It is the only surviving Italianate style home in the city of Antioch. Outside of the house is the Cannery Lady Monument, which pays recognition to women's contributions to the labor force in canneries and packing sheds throughout the rich agricultural and fishing areas of east Contra Costa County.

California Historical Landmark

First Pacific Coast Salmon Cannery

West Sacramento, Yolo County

The cannery was founded by Hapgood, Hume and Company in 1864. This small canning operation was the beginning of the West Coast's salmon canning industry. Salmon caught in the Sacramento River were canned by the cooker-boiler method, rather than the contemporary salt preservation method of that time. This allowed for wider markets and lower prices.



Eagle Historical Theater

Old Sacramento, Sacramento County

The original playhouse, built of wood frame and canvas, with a tin roof, provided Gold Rush Sacramentans with entertainment for a mere three months before being inundated in the flood of January 4, 1850. Today, the Theatre offers docent and video programs on the history of Old Sacramento.



First Transcontinental Railroad

Old Sacramento, Sacramento County



Photo source: Old Sacramento Railroad Museum

On January 8, 1863 Governor Leland Stanford turned the first spade of earth to begin construction of the Central Pacific Railroad. After more than six years of labor, crews of the Central Pacific Railroad from the west and the Union Pacific Railroad from the east met at Promontory, Utah where, on May 10, 1869, Stanford drove the gold spike signifying completion of the First Transcontinental Railroad. The Central Pacific Railroad, forerunner of the Southern Pacific Company, was planned by Theodore D. Judah and constructed largely through the efforts of the 'Big Four'-Sacramento businessmen Leland Stanford, Collis P. Huntington, Charles Crocker, and Mark Hopkins.

California Points of Historical Interest

Jean Harvie Community Center

Walnut Grove, Sacramento County



Built from 1924 to 1926, the school was first used for graduation exercises in 1926. During WWII the school was used by various rationing boards and other wartime services. The school was closed due to the Field Act of 1930.

Grand Island Mansion

Walnut Grove, Sacramento County

The 24,000 square foot mansion boasts 58 rooms, tile roof, and concrete and stucco Mediterranean style. The house was built in 1918 by Mrs. Louis William Myers, daughter of Lubin of the Weinstock Lubin department store. The home was featured in magazines such as, Architectural Digest, Sunset, and National Geographic.



Photo source: Grand Island Mansion

George Hack House

Freeport, Sacramento County

The George Hack House was built in 1879 in the Italianate Style. It was restored in 1992 by the City of Sacramento and now is used by the city's Golf Division.

Historically Significant Bridges

(determined eligible for listing on the National Register of Historic Places)

Freeport Bridge

Sacramento and Yolo County



Photo source: California Cycling

Isleton Bridge

Sacramento County



Paintersville Bridge

Sacramento County



Tower Bridge

Sacramento/Yolo County

Sacramento's Tower Bridge is the only pre WWII vertical lift bridge in California. Built in 1934-6, the bridge eight spans total 738 feet in length, 54 feet in width, and carry four lanes of traffic between steel channel railings across the Sacramento River. The bridge is steel through Warren truss vertical lift span, with a steel through truss and reinforced concrete and steel plate deck girder approach span.



Photo source: California Department of Transportation

Bacon Island Road Bridge

San Joaquin County



Photo source: US Library of Congress

Built in 1906, this 314 foot long swing bridge is the oldest movable highway span in California. Although relocated in 1950, the structure remains today in a similar, sympathetic setting and retains a high degree of integrity.

Middle River Bridge & Old River Bridge

San Joaquin County

The Middle River Bridge and its twin, the Old River Bridge, are the oldest unmodified highway swing bridges in the state. They typify the many swing bridges constructed in the Delta in the early decades of the twentieth century.



Museums

Isleton Museum

Isleton, Sacramento County



Locke Boarding House Museum

Locke, Sacramento County



The Locke Boarding House was built in 1915 to rent out to migrant workers in the area. It now serves as an exhibit and research facility operated by California State Parks and the Locke Foundation, with historic photos and artifacts of Locke and Delta Chinese.

Locke Dai Loy Museum

Locke, Sacramento County

A former gambling house in Locke, Dai Loy was closed down in the early fifties by the state government, but now has reopened as a museum.



California Railroad Museum

Old Sacramento, Sacramento County

The California State Railroad Museum in Old Sacramento is the world-class tribute to the role of the "iron horse" in connecting California to the rest of the nation. The museum features 21 restored locomotives and cars, some dating back to 1862. There is a full-scale diorama of a 1860s construction site high in the Sierra Nevada as well as a bridge elevated 24 feet above the museum floor.

Sacramento History Museum

Old Sacramento, Sacramento County

The Sacramento History Museum explores, interprets, and displays the region's history from the days before the Gold Rush to the present. Sacramento's diverse history unfolds throughout the museum's galleries. The museum also offers the perfect starting point for exploring Old Sacramento State Historic Park and for understanding how the area developed and grew to the vibrant community it is today.



Photo source:
Sacramento History
Museum

West Sacramento Historical Society

West Sacramento, Yolo County

The West Sacramento Historical Society was established in 1993 to preserve the history of West Sacramento and to provide an opportunity for individuals and groups to learn about and experience the rich culture of West Sacramento past. The historical society established the Museum and Visitor Center, the first museum in West Sacramento, on February 20, 2005.

Dutra Museum of Dredging

Rio Vista, Solano County

This museum will take one through the Northern California history of the dredging industry and the integral role it played in reclaiming the California Delta and chronicles the Dutra family's involvement. Scale models, photographs, and artifacts are key features of the museum.



Photo source:
Dutra Museum of
Dredging

Rio Vista Museum

Rio Vista, Solano County



Photo source: Rio Vista Museum

The Rio Vista Museum came about as a result of the country's 1976 Bicentennial. People of the surrounding area contributed historical artifacts and the community has incorporated its own unique history into the museum.

Antioch Historical Society Museum

Antioch, Contra Costa County

Located in Riverview Union High School Building, the Antioch Historical Society Museum contains displays and artifacts to interpret the history of Antioch and East Contra Costa County. Several displays are relevant to the broader Delta region, on topics including wildlife, Native Americans, agriculture/canneries, and maritime.

Trails

American Discovery Trail (ADT)

The ADT is a multi-use, patchwork of existing trails and paved roads. The trail stretches across more than 6,800 miles, and is the only coast-to-coast, non motorized recreational trail. From Discovery Park in Sacramento, the ADT crosses the American River and follows a levee trail along the Sacramento River to Old Sacramento. Leaving Old Sacramento and following city streets, the ADT passes by the magnificent historic state capital building and the Sacramento City Cemetery, which is the resting place for many of California's early pioneers including John Sutter Jr., the founder of the city of Sacramento and son of Captain John Sutter of California's gold discovery fame. After leaving Sacramento, the ADT passes for over 50 miles through the Delta using levee roads and passing through the small towns of Freeport, Clarksburg, Locke, Walnut Grove, and Isleton.

Mokelumne Coast to Crest Trail

This trail crosses the San Francisco Bay to Pacific Crest Trail in Sierras. The trail accesses East Bay Regional Parks, East Bay Municipal Utilities District, CSP--Mt. Diablo State Park, and Stanislaus National Forest. In the Delta it passes through Antioch, Rio Vista and Isleton. The portion in San Joaquin Delta will be a water trail.

Local Festivals

Local festivals honor ethnic traditions, agriculture, fisheries and more. Many of the Delta festivals are of great pride to local residents and also attract hundreds, sometimes thousands, of visitors from outside of the Delta. Cook-offs and other festivities celebrate farming, often featuring trademark crops such as asparagus, dried beans, sweet corn, or pears. Many restaurants highlight fresh local produce or cuisines of various ethnic traditions.

Courtland Pear Fair

Courtland, Sacramento County



Photo source:
Sacramento Bee

The Pear Fair is a celebration of the annual Bartlett Pear Harvest in the Delta. The fair put on by a committee of local community volunteers, has become a long standing summer tradition in the Delta that reflects the character and lifestyle of rural life, family fun and a wonderful day of entertainment, full of various dishes and drinks made of pears. This festival is always the last Sunday in July.

Isleton Cajun Festival

Isleton, Sacramento County

The Isleton Cajun festival was developed to continue the traditions which the Isleton Crawdad festival had celebrated in the town for more than 20 years, once attracting 200,000 people. The Isleton Cajun Festival began in 2011, and includes food and craft vendors, Zydeco and Cajun music, a carnival for kids, and of course, crawdads.

Rio Vista Bass Derby and Festival

Rio Vista, Solano County

This is the oldest Bass derby on the West Coast. It includes a Bass derby, carnival, food, entertainment, water races and activities, raffles, parade, and fireworks. The derby and festival is in the first weekends of October.

Rio Vista Holy Ghost Festa

Rio Vista, Solano County

This long time Portuguese tradition is a celebration honoring Queen Isabel of Portugal. The Festa is a testament to the generosity and love Queen Isabel showed the poor and hungry. There is a parade filled with Queens from the Delta communities and flags and banners that represent the Rio Vista and Isleton Portuguese Club. The Rio Vista and Isleton festival started in 1899 and continues today usually on the last weekend of July.

Isleton Asian Celebration

Isleton, Sacramento County

Formerly celebrated as the Chinese New Year, the event was modified in recent years to be more inclusive of Isleton's diverse Asian heritage, and is now held on the first Saturday of March every year.



Photo source: City of Isleton

Yolo Bypass California Duck Days

Yolo County

Duck Days is an annual celebration of California wetlands and wildlife on President's Day weekend. Activities include bird watching and identifying, workshops, bird calling, rice farming demonstrations, decoy carving, and more.

Public Lands with Public Access

About 74, 000 acres of the Legal Delta (including the Suisun Marsh) are public lands, not including 61,000 acres of open water and 57,000 acres of navigable waterways spread over 700 miles of sloughs and winding channels. This includes state parks and recreation areas; ecological reserves and wildlife refuges; fishing areas; and more. Many of these areas support a wide variety of recreation activities, providing opportunities for fishing, hunting, motorized and non-motorized boating, swimming, windsurfing, wildlife viewing, picnicking, hiking, biking, and camping. Some offer trails and options for driving tours, visitor/interpretive centers, and historical sites.

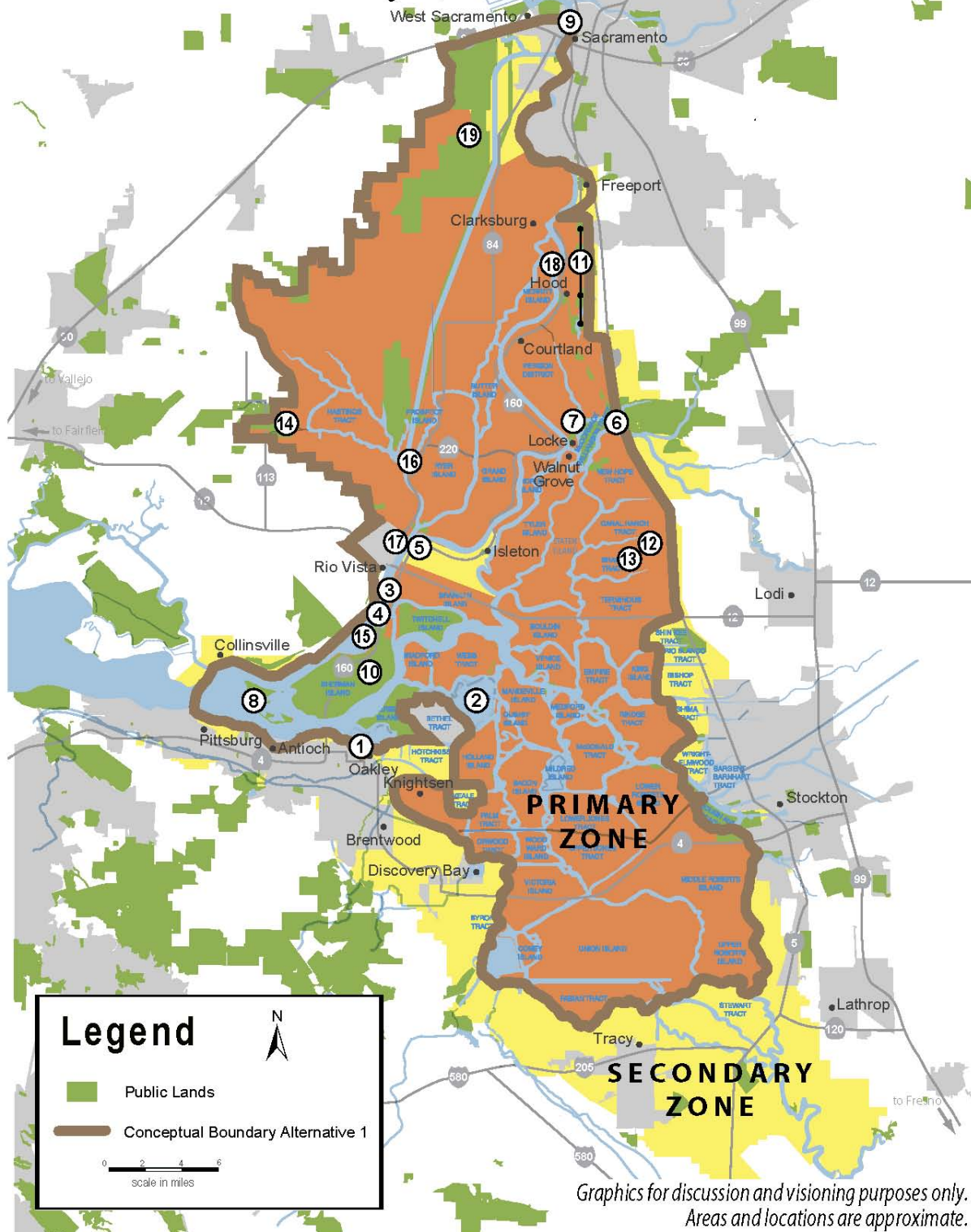
Special district, state, and federal ownership

Numbers coincide with map on next page

	County	Site Name	Agency
1	Contra Costa	Big Break Regional Shoreline	East Bay Regional Parks District
2	Contra Costa	Frank's Tract	California Department of Fish and Game
3	Sacramento	Brannan Island Fishing Access	California Department of Fish and Game
4	Sacramento	Brannan Island State Recreation Area	California Department of Parks and Recreation
5	Sacramento	Cliff House Fishing Access	California Department of Fish and Game
6	Sacramento	Cosumnes River Ecological Reserve*	California Department of Fish and Game
7	Sacramento	Delta Meadows	California Department of Parks and Recreation
8	Sacramento	Lower Sherman Island Wildlife Area	California Department of Fish and Game
9	Sacramento	Old Sacramento State Historic Park	California Department of Parks and Recreation
10	Sacramento	Sheman Island	Other State
11	Sacramento	Stone Lakes National Wildlife Refuge	U.S. Fish and Wildlife Service/California Department of Parks and Recreation
12	San Joaquin	White Slough Wildlife Area (partial)	California Department of Fish and Game
13	San Joaquin	Woodbridge Ecological Reserve	California Department of Fish and Game
14	Solano	Calhoun Cut Ecological Reserve	California Department of Fish and Game
15	Solano	Decker Island Wildlife Area	California Department of Fish and Game
16	Solano	Miner Slough Wildlife Area	California Department of Fish and Game
17	Solano	Rio Vista Fishing Access	California Department of Fish and Game
18	Yolo	Clarksburg Fishing Access	California Department of Fish and Game
19	Yolo	Yolo Bypass Wildlife Area	California Department of Fish and Game

*part of Cosumnes River Preserve, which a portion lies within the proposed boundary. This preserve is jointly managed by The Nature Conservancy, Bureau of Land Management, Ducks Unlimited, Department of Fish and Game, Department of Water Resources, Sacramento County Department of Parks and Recreation, and the state Wildlife Conservation Board.

PUBLIC LANDS WITH PUBLIC ACCESS OF THE PROPOSED SACRAMENTO-SAN JOAQUIN DELTA NATIONAL HERITAGE AREA



Descriptions of Key Sites



Photo source: Sierra Club

Big Break Regional Shoreline

Contra Costa County

The Big Break Regional Shoreline is a small bay or estuary at the edge of the San Joaquin River and home to a wide variety of species, particularly birds and fish. The Delta Science Center is a project being developed at Big Break, and is scheduled to be fully open by the end of 2011. The Delta Science Center will be utilized for educational purposes and include sampling and testing areas for students, an amphitheater, a picnic area, and a walkway with an artistic replica of the Delta.

Frank's Tract

Contra Costa County

Franks Tract State Recreation Area is only accessible by water and is located southeast of Brannan Island between False River and Bethel Island. Franks Tract Flooded in 1936 and again in 1938. Very few land forms remain exposed, with the exception of remnant levees. During the fall and winter, a large variety of waterfowl can be found in Franks Tract due to the Delta's key position in the Pacific flyway. Year round residents include gulls, great blue herons, terns, swallows, crows, blackbirds, cormorants, and kingfishers.

Brannan Island State Recreation Area

Sacramento County

Brannan Island State Recreation Area has countless islands and marshes with many wildlife habitats and many opportunities for recreation, including boating, windsurfing, and swimming. Great fishing opportunities for striped bass, sturgeon, catfish, bluegill, perch, bullhead, and more.



Photo source: marinas.com

Delta Meadows

Sacramento County

The area is a prime example of riparian woodlands which were prevalent in the Delta prior to reclamation. Habitat supports different types of wildlife including the river otter, the delta smelt and the Sacramento chub.

Lower Sherman Island Wildlife Area

Sacramento County

The Lower Sherman Island Wildlife Area is approximately 3,100 acres, primarily marsh and open water. The area is home to hundreds of different bird species as well as mammals such as river otters, beavers, and minks.

Old Sacramento State Historic Park

Sacramento County

Old Sacramento State Historic Park is a cluster of noteworthy, early Gold Rush commercial structures. Historic buildings include the 1849 Eagle Theater; the 1853 B. F. Hastings Building, once home to the California Supreme Court; and the 1855 Big Four Building. Old Sacramento's historical significance comes from it being the western terminus of the Pony Express postal system, the first transcontinental railroad, and the transcontinental telegraph.



Stone Lakes National Wildlife Refuge

Sacramento County

Stone Lakes Refuge acquired its first land in 1994 and was officially designated the 505th unit in the National Wildlife Refuge System. It joined the ranks of other local land management projects, including the Cosumnes River Preserve to the south and the Vic Fazio Yolo Bypass Wildlife Area to the west, to protect and enhance imperiled Central Valley fish and wildlife habitats.

White Slough Wildlife Area

San Joaquin County

The wildlife area consists of 880 acres of man-made ditches, canals (burrow ponds), freshwater marshes, grassland/upland, and riparian habitat. Ponds were created during the construction of Interstate-5. Hunting, fishing, hiking, wildlife viewing is available.

Woodbridge Ecological Preserve

San Joaquin County



One of the key features of this ecological preserve is its greater Sandhill crane communities. This species was listed as being threatened in 1983. This reserve comprises part of the Stockton Delta wetlands system which provide the largest area of freshwater marsh wintering habitat in the state, not only for Sandhill cranes but for other waterfowl as well.

Photo source: Department of
Fish and Game

Decker Island Wildlife Area

Solano County

Decker Island, a 648-acre island is just south of Rio Vista, and surrounded by the Sacramento River and Horseshoe Bend. The island was created in the early 1900s when the Sacramento River was dredged and the spoils were placed on top of existing wetlands.

Miner Slough Wildlife Area

Solano County

The area is 37 acres in size with approximately 10 acres remaining above the water at high tide, making up one small island and a narrow peninsula extending from Prospect Island. Excellent riparian vegetation of willows, cottonwoods, tules, and blackberries exist. This habitat supports a variety of wildlife species, including beaver, black-crowned night heron, and a variety of waterfowl.

Yolo Bypass Wildlife Area

Yolo County

The Yolo Bypass contains the Vic Fazio Yolo Wildlife Area and was the largest public/private restoration project west of the Florida Everglades. It forms a valuable wetland during many months. In the summer, the bypass is used for agriculture.

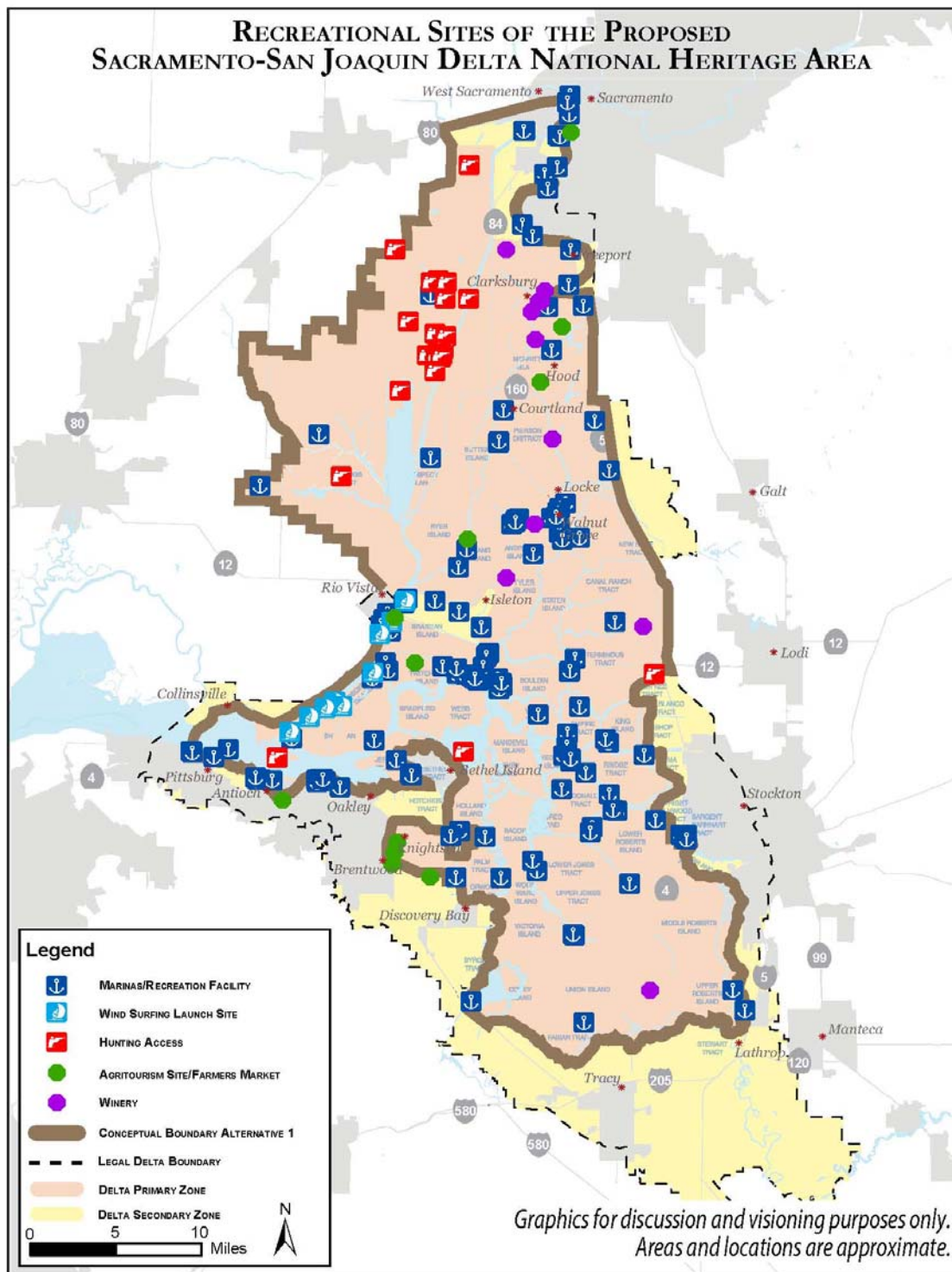


Photo source: Yolo Basin Foundation

Recreational Resources in the Proposed NHA

Private recreation facilities and other businesses serving visitors also support recreation in the region. There are almost 100 marinas found throughout the Delta, some of which offer camping, cabin rentals, picnic facilities, boat launches, houseboat rentals, and fishing access. There are 25 private yacht clubs in the Delta, a handful of private duck clubs, and a few private golf courses. Private excursion vessels departing from Antioch, Pittsburg, Stockton, Sacramento, Suisun City, and Walnut Grove offer additional ways for visitors to explore the region.

Restaurants, hotels, wineries, galleries, gift shops, and farm stands exist throughout the Delta which can help support the visitor's experience. The Clarksburg appellation in the Northern Delta contains many of the region's wineries, including the Old Sugar Mill with six wineries in one location. The Delta Discovery Center is also a key attraction located outside of Rio Vista, and includes the Delta Farmer's Market. The Delta Loop is a 10 mile scenic drive along the Mokelumne and San Joaquin Rivers with over 40 attractions. It is an ideal spot for exploring the Delta by car or boat and includes marinas, resorts, RV parks, restaurants, bars, gift shops, and more.



Chapter 9 – Management Entity

The management entity is the organization responsible for developing the NHA management plan, raising and administering funds, running projects, conducting public outreach and other necessary work to manage the NHA in a way that is consistent with the NHA's mission, vision, and goals. Several types of organizations have served to manage existing NHAs including nonprofits (which are the most common type), federal commissions, state agencies, and public corporations. The management entity should be composed of a diverse membership of representatives from local stakeholder groups to ensure that the full spectrum of varied interests is involved in decision making. Representatives from National Park Service serve on NHA management entities in advisory, non-voting roles.

Additionally, the management entity must be capable of meeting the 50% cash matching requirements for the federal funds which may become available upon NHA designation. Federal funding awards range from \$150,000 to \$1,000,000, with a maximum of \$1,000,000/year for 10 years. Federal resources may not be able to be specifically identified during the study, but what may be gauged is the past or potential capacity and creativity of the management entity to attract financial support.

This chapter proposes the management entity should be a partnership between a government agency and local nonprofit. One management entity is the DPC, an existing state agency in the Delta, with a membership of local elected officials from the Delta region reclamation district representatives, and four state agencies. The other entity is a new or existing non-profit, private 501c3 organization which would partner with the DPC management entity.

Delta Protection Commission

The DPC was established by the Delta Protection Act of 1992. The mission of the DPC is to adaptively protect, maintain, and where possible, enhance and restore the overall quality of the Delta environment consistent with the Delta Protection Act and the Delta Plan. This includes, but is not limited to, agriculture, wildlife habitat, and recreational activities. The DPC's Land Use and Resource Management Plan is for the Primary Zone of the Delta, and consistency is required by local government general plans, whose planning areas fall within the Primary Zone.

The DPC was mandated with conducting this feasibility study through Senate Bill X7-1 (Simitian), but this legislation did not identify a NHA management entity. The legislation to designate the Delta as a NHA, which was introduced by Dianne Feinstein to the Senate in 2011, with companion legislation introduced by John Garamendi to the House of Representatives, does however identify the DPC as the proposed management entity.

The DPC is a locally recognized agency in the Delta, has an extensive network of local stakeholders to whom it conducts regular outreach to, and provides opportunities for input on issues by Delta residents. The DPC is governed by 15 members, with representation from the following organizations:

Contra Costa County Board of Supervisors
Sacramento County Board of Supervisors
San Joaquin County Board of Supervisors
Solano County Board of Supervisors
Yolo County Board of Supervisors
Cities of Contra Costa and Solano Counties
Cities of Sacramento and Yolo Counties
Cities of San Joaquin County

Central Delta Reclamation Districts
North Delta Reclamation Districts
South Delta Reclamation Districts
Business, Transportation and Housing Agency
Department of Food and Agriculture
Natural Resources Agency
State Lands Commission

If the DPC does serve as the management entity, then an advisory team would be developed, with a spectrum of members from local stakeholder groups, who closely work with the DPC on the development of the NHA Management Plan and other important relevant matters. This is important because the success of a NHA designation only happens with local involvement and support. This advisory team could consist of members from local groups representing recreation, businesses, cultural and natural resources, landowners, agriculture, etc.

A new or existing non-profit organization

A partner management organization for a Delta NHA could be a new or existing non-profit organization to assist with fundraising. Non-profit organizations are the most common NHA management entities, and generally function as public charities. The boards are structured to have diverse representation including local governments, state agencies, economic development, natural, cultural and historic resources, and local residents. Advisory committees with diverse representation are often formed to help further broaden local stakeholder input.

Funding Capabilities

The financial capabilities need to be closely examined. Funding could be sought from a variety of sources, including state and local governments, foundations, philanthropy contributions from corporations, and individuals from the areas which surround the Delta. Current economic conditions have been particularly challenging for federal, state, and local governments, and non-profit organizations. However, as other NHAs have shown, obtaining stature and recognition on a national level can help lead to increased funding opportunities.

Possible Sources of Grant Funding

Below is a list of organizations with grant programs of potential relevance to a Delta NHA. Most of these programs offer cash grants and therefore could be potential sources of the 50% match requirement for federal funding granted with NHA designation.

American Express Foundation

The American Express Foundation offers Historical Conservation and Preservation Grants which support the preservation, restoration or sustainability of historic places which are significant to the community. This could include projects which restore historic places to ensure public

access, preserve historic places for future uses, and sustaining historic places for visitor activities and environmental impacts.

California Coastal Conservancy

The California Coastal Conservancy offers grants to public agencies and nonprofit organizations, and may fund projects such as trail and public access to coastal areas, protection of coastal agricultural land, and resolution of land use conflicts.

California Council for the Humanities

The California Council for the Humanities connects Californians to shared heritage and diverse cultures. Specific grant programs include: The California Documentary Project which supports film, video, radio, and new media projects that document the California experience; California Reads' Public Library Grants which support projects in public library jurisdictions such as story-sharing and local history; and the California Story Fund which supports community-centered, story-based public humanities projects.

California Cultural and Historical Endowment

The Endowment was created to raise the scope of California's historic and cultural preservation program, and since its inception in 2003 it has funded over 150 capital projects and planning grants. The Endowment is devoted to telling California's history as experienced by its diverse residents and is intended to deepen people's understanding of the state's history, present society, and themselves.

California State Parks Foundation

The California State Parks Foundation is dedicated to protecting, enhancing, and advocating for California State Parks. Competitive grants are offered in four main areas: Volunteer Efforts and Recognition; Education and Interpretation; Natural and Cultural Resource Protection; and Capacity Building.

Farmers Market Promotion Program

This program was created through a recent amendment of the Farmer-to-Consumer Direct Marketing Act of 1976. The program's grants are meant to improve and expand farmer's markets, roadside stands, community-supported agriculture programs, and other direct producer to consumer market opportunities.

Giles W. and Elise G. Mead Foundation

The Mead Foundation supports organizations dedicated to preserving and improving the environment, the advancement of medical science, and other important social needs. Projects that the Foundation supports are often related to environmental improvements or science education.

Institute of Museum and Library Services

The Institute of Museum and Library Services offers grants which can be used for ongoing museum programs, exhibitions, or activities, research, institutional planning, collections

management, purchase of equipment or services, or other activities that support the efforts of museums to upgrade and integrate new technologies into their overall institutional effectiveness.

National Endowment for the Humanities

A number of relevant grant programs are offered by this organization, which is an independent grant-making agency of the U.S. government dedicated to supporting research, education, preservation, and public programs in the humanities. Relevant grant programs include: America's Historical and Cultural Organizations Implementation Grants, America's Historical and Cultural Organizations Planning Grants, Preservation and Access Education and Training, Sustaining Cultural Heritage Collections, and more.

National Archives and Records Administration

National Historical Publications and Records Grants are offered for a wide-range of activities related to the preservation, publication, and use of documentary sources relating to the history of the United States.

National Park Foundation

The National Park Foundation funds grants and programs that meet the priorities and critical needs across the National Park System, and was recently expanded to include NHAs. Their grant programs include: Active Trails, Impact Grants, America's Best Idea Grants, Park Stewards Programs, Transportation Scholars Programs, and more.

National Park Service Rivers, Trails, and Conservation Assistance Program

The mission of the Rivers, Trails, and Conservation Assistance Program is to assist community-led natural resource conservation and outdoor recreation initiatives. In-kind assistance is provided to communities for projects related to waterway conservation and trail/greenway development.

National Trust for Historic Preservation

Several types of grants are offered by the National Trust for Historic Preservation to organizations for historic preservation-related projects. Applicable projects include: preservation planning and educational efforts; projects which contribute to the preservation or recapture of an authentic sense of place; and preservation, restoration and interpretation of historic interiors.

Resources Legacy Fund

The Resources Legacy Fund includes a variety of projects that focus on the long-term protection of natural resources, with an emphasis in California and other western states, that include a commitment to collaboration.

Teichert Foundation

The Teichert Foundation considers grant requests in areas of operation including Sacramento, San Joaquin, and Yolo counties for purposes such as: culture and the arts, education, environmental planning and preservation, civic improvement, historical restoration, and more.

Tourism Cares for America

Tourism Cares for America is the tourism industry's non-profit organization which awards grants to tourism related nonprofit organizations worldwide for conservation, preservation, restoration, or education at tourism-related sites of exceptional cultural, historic, or natural significance around the world.

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Compatible Projects

The DPC has a number of projects with potential compatibility to a Delta NHA.

Abandoned Vessel Removal

The Commission facilitates coordination amongst local government law enforcement officials, resource managers and planners, building officials, and interested parties to develop solutions to the growing environmental and enforcement problems of abandoned vessels in the Delta. The group has developed a list of tools to address the issue and is pursuing further actions to ensure that the abandoned vessels are removed throughout the waterways of all five Delta counties. This project will help ensure the safety and navigability of Delta waterways, which is of utmost importance for recreational activities that could be part of a Delta NHA.

Agritourism Programs

As agritourism can serve as an economic enhancement method and an educational tool, the Commission supports programs to encourage Delta agritourism opportunities. The Commission has; assisted the UC Small Farm Program with hosting workshops in the Delta on the topic of agritourism development, incorporates agritourism perspectives in other recreational planning processes, and will continue to pursue opportunities for agritourism programs in the future. Agritourism activities are consistent with the proposed Delta NHA mission, vision, and goals; in terms of recognizing the Delta as an important agricultural landscape, educating/interpreting the public on the stories of Delta agriculture and assisting with the tourism economy of the Delta. With NHA designation, further projects could perhaps be developed to educate people not just on current Delta agriculture, but also on its rich agricultural history through interpretive panels, museums, education programs, and more. The UC Small Farm Program can be a potential partner for agritourism initiatives the stem from a Delta NHA.

California Coastal Cleanup Day

The Commission annually hosts California Coastal Cleanup Day sites along waterways in all five Delta counties. Efforts have led to thousands of pounds of garbage being removed by dozens of volunteers every year. These efforts help enhance the aesthetic and environmental integrity of the Delta, which can in turn maintain the Delta as an appealing place for outdoor recreation and tourism, and thus encourage visitation to a Delta NHA.



2010 Coastal Cleanup Day Volunteers in Contra Costa County

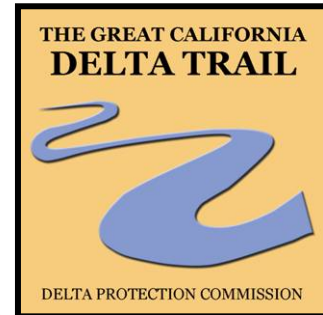
Delta Working Landscapes

The Delta Working Landscapes project assists farmers in integrating agricultural activities with ecosystem restoration including infiltration ditches, levee revegetation, and waterfowl habitat development. These projects have been done in partnership with Ducks Unlimited, The Nature

Conservancy, Hart Restoration Inc., local landowners and Reclamation Districts. Project implementation has occurred in Clarksburg along Elk Slough, and on Lower Jones Tract in Stockton. These projects help to maintain and enhance wildlife populations in the Delta, thus furthering opportunities for ecotourism and environmental education which could be part of a Delta NHA.

The Great California Delta Trail

Recognizing the unique natural resources of the Delta, the growing demands for public access to these resources, and the increasing recognition of the importance of outdoor recreation in addressing childhood obesity, the California Legislature passed, and the Governor signed, Senate Bill 1556 (Torlakson) supporting the creation of a Delta Trail network to go through portions of all five Delta counties. The Commission has been mandated to facilitate and complete the feasibility, planning, and implementation process for the Trail. To-date, Delta Trail blueprint reports have been completed for Contra Costa and Solano Counties and are being initiated for the remaining three Delta counties. The Delta Trail can be a way to bring persons to the Delta and direct them to partner sites which are part of the NHA. The Friends of the Great California Delta Trail can serve as a potential partner for NHA initiatives that are also relevant to Delta Trail planning, implementation, and/or management.



Project Support

Support for this project has been expressed by a number of organizations, including the following:

Antioch Historical Society
Bay Point Garden Club
California Delta Chambers and Visitors Bureau
California Preservation Foundation
California State Parks
Delta Peddlers Bicycle Club
Friends of the Great California Delta Trail
Isleton Brannan-Andrus Historical Society
Office of Historic Preservation
Recreational Boaters of California
Rio Vista, City of
Suisun Marsh Resource Conservation District
UC Small Farm Program
West Sacramento, City of

Letters of support can be found in the appendix of this feasibility study.

Partnership Commitments

A handful of organizations have expressed interest in serving as partners, to assist with various activities if NHA designation is granted. These commitments all involve in-kind assistance, provided staff time is available. Commitments are explained in the support letters in the appendix and also summarized in the table below.

Organization	Activity	Specific Commitment
Bay Point Garden Club	Outreach	Local outreach, internet awareness
California Delta Chambers and Visitors Bureau	Recreation/tourism, outreach, marketing/promotion,	Local outreach, identification of potential NHA partner sites, website marketing/promotion
California Preservation Foundation	Historic preservation	Technical assistance/direct support for historic preservation
Friends of the Great California Delta Trail	Outreach	Local outreach, building public awareness
Isleton Brannan-Andrus Historical Society	Isleton history preservation/promotion	Identification of resources and partner sites, local outreach
UC Small Farm Program	Agritourism activities	Facilitation of discussions and networking opportunities, outreach/education to local farmers, agritourism marketing/promotion

Chapter 10 – Local Protection Measures

Throughout the public process, a number of stakeholders have expressed concerns that NHA designation will inflict upon private property rights and that a NHA management entity will have land use authority. DPC staff have made contact with directors of other NHAs in the U.S., who stated that similar concerns had been expressed in their areas during the feasibility study process or early stages of NHA designation, but these concerns generally went away with time as citizens realized that the NHA was not threatening to private property rights.

The DPC fully supports the protection of private property rights. The feasibility study for a Santa Cruz Valley NHA in Arizona includes specific language regarding private property and regulatory protections. Below is the exact language in the Santa Cruz Valley NHA bill passed by the House, which protects rights of property owners in the area. Language of a similar nature could be composed and incorporated into enabling legislation for a Delta NHA, as follows:

SEC. 9. PRIVATE PROPERTY AND REGULATORY PROTECTIONS.

(a) Clarification—Nothing in this Act—

(1) abridges the rights of any property owner (whether public or private), including the right to refrain from participating in any plan, project, program, or activity conducted within the National Heritage Area;

(2) requires any property owner to permit public access (including access by Federal, State, Tribal, or local agencies) to the property of the property owner, or to modify public access or use of property of the property owner under any other Federal, State, Tribal, or local law;

(3) alters any duly adopted land use regulation, approved land use plan, or other regulatory authority of any Federal, State, Tribal, or local agency, or conveys any land use or other regulatory authority to any local coordinating entity, including but not necessarily limited to development and management of energy, water, or water-related infrastructure;

(4) authorizes or implies the reservation or appropriation of water or water rights;

(5) diminishes the authority of the State to manage fish and wildlife, including the regulation of fishing and hunting within the National Heritage Area; or

(6) creates any liability, or affects any liability under any other law, of any private property owner with respect to any person injured on the private property.

(b) Private Property Owner Protection-

(1) No privately owned property shall be preserved, conserved, or promoted by the management plan for the National Heritage Area until the owner of that private property has been notified in writing by the management entity and has given written consent for such preservation, conservation, or promotion to the management entity.

(2) Any owner of private property included within the boundary of the National Heritage Area shall have their property immediately removed from within the boundary by submitting a written request to the management entity.

Additionally, Sec. 127 of Public Law 111-88_Oct. 30, 2009 states:

Any owner of private property within an existing or new National Heritage Area may opt out of participating in any plan, project, program, or activity conducted within the National Heritage Area if the property owner provides written notice to the local coordinating entity.

Further research was done by the DPC in 2010 on other tools that have been utilized by other NHAs in order to ensure protection of private property rights. These tools include: sections in NHA's enabling legislation and language in the management plan that provide for the protection of private property, and resolutions by local governments stating that the NHA will not serve as a nexus for land use decisions. Examples of these items or extracts of specific language can be viewed at the DPC's website at: www.delta.ca.gov/heritage.htm.

Chapter 11 – Evaluation According to Federal Criteria

The National Park Service (NPS) has ten suggested criteria to assess whether an area qualifies as a NHA. This section explains the a potential Delta NHA in the context of each criterion.

1. An area has an assemblage of natural, historic, or cultural resources that together represent distinctive aspects of American heritage worthy of recognition, conservation, interpretation, and continuing use, and are best managed as such an assemblage through partnerships among public and private entities, and by combining diverse and sometimes noncontiguous resources and active communities.

Natural, historic, and cultural resources exist throughout the Delta which are representative of the Delta's nationally significant heritage. These resources include museums, historic districts, public parks, recreation areas, agritourism facilities, and more. These resources are invaluable in regards to the opportunities they can provide for heritage interpretation and education. However, due to limited staffing and financial resources, their marketing abilities, hours of operation, and opportunities for expansion are often restricted. Currently there is no facilitator organization in the Delta which links these different sites together. An organization such as that could help with tasks such as regional marketing/branding; developing both physical and organizations linkages amongst the sites; and improving visitor access and understanding. A Delta NHA could be a tool to bind these different resources together into an identifiable and marketable 'Delta-brand' which could help with economic enhancement for the region as a whole, as well as for the individual sites.

2. Reflects traditions, customs, beliefs, and folklife that are a valuable part of the national story.

As the proposed themes have illustrated, there are many levels in which the Delta's traditions, customs, beliefs, and folklife are a valuable part of the national story. Due to the Delta's geographical location and its precious natural resources, the Delta has attracted persons from around the world who have utilized and shaped the landscape in ways that are unmatched anywhere else in the United States. Techniques and equipment developed for Delta agriculture and reclamation have been used throughout the world to help revolutionize these practices. A number of ethnic groups that established communities in the Delta still recognize their heritage in events or museums, including the Dai Loy museum in Locke, the Isleton Asian Celebration, and the Rio Vista Holy Ghost Festa. Other annual festivals in the Delta reflect the pride that residents have for Delta resources such as; the California Duck Days in the Yolo Bypass, the Courtland Pear Festival, and the Rio Vista Bass Derby.

3. Provides outstanding opportunities to conserve natural, cultural, historic, and/or scenic features.

The Delta is a unique and valuable resource, spanning several counties in northern California at the confluence of the Sacramento and San Joaquin rivers. The Delta receives runoff from over 40 percent of the State's watersheds, including flows from the Sacramento, San Joaquin, Mokelumne, Cosumnes, and Calaveras Rivers. The Delta is an integral part of California's water system as its watershed provides water to over twenty-three million Californians and irrigation to four million acres of farmland. The Delta is an important habitat area for a large diversity of flora and fauna, and an important stopover location along the Pacific flyway. It is also an incredibly rich agricultural area of regional, national, and international importance.

Despite its significance, the Delta region is not well known to outsiders, even people as close as the San Francisco Bay Area, Sacramento region, and Stockton. Many people benefit from it, but are unaware of its existence. A Delta NHA would help build awareness for 'Delta-as-place', can help educate people about its importance, and could build support in preserving, protecting and enhancing the Delta.

As discussed, there are many natural, cultural, historic, and recreational resources in the Delta but no coordinated system of organization that links these activities. A Delta NHA could be a tool to help link these resources together in order to help with regional branding/marketing, and therefore potentially leading to and increase in visibility of these resources.

4. Provides outstanding recreational and educational opportunities.

The Delta is a rural region lying in the midst of major metropolitan areas, and is therefore a prime area for outdoor recreation by residents of the surrounding cities, as well as Delta residents. The Delta has been used as a major center for outdoor recreation, particularly for water-based, ever since steamboats began traveling its waters during the Gold Rush. While numerous public and private recreational facilities exist throughout the Delta, efforts could help to enhance both physical and organizational linkages amongst these areas in order to help market an identifiable Delta-brand.

Public education has also been discussed as an important goal of a Delta NHA. Also due to the Delta's prime location between urban centers, it can serve as an important educational area for both students in structured educational programs, as well as leisure travelers. Education projects that could be developed include interpretive panels, outdoor education facilities, museum displays, thematic tours, etc. Topics for education programs could include ecology and wildlife, Delta agriculture, water resources, immigrant communities, reclamation, and more.

5. The resources important to the identified theme or themes of the area retain a degree of integrity capable of supporting interpretation.

Resources throughout the Delta retain integrity to support the interpretation of the identified NHA themes. Specific resources include historic buildings and districts, museums, bridges, public lands, agritourism areas, trails, heritage festivals, and more.

6. Residents, business interests, non-profit organizations, and governments within the proposed area are involved in the planning, have developed a conceptual financial plan that outlines the roles for all participants including the federal government, and have demonstrated support for designation of the area.

This feasibility study has consisted of comprehensive public outreach and involvement with a variety of organizations representing local residents, local businesses, recreation, agriculture, history, local governments, and more. Through study team meetings, public meetings, stakeholder interviews, public review memos, public presentations, and more; residents and stakeholders were able to give input on the feasibility study process itself.

The DPC has a membership of 15, of predominantly local representation. If NHA designation is granted, and the DPC serves as the management entity, then it can utilize its membership and its existing network of local stakeholders to develop a management plan which is representative of the diverse interests in the region. An advisory team would be developed to further ensure representation of local stakeholders which would consist of members from groups representing recreation, businesses, cultural and natural resources, landowners, agriculture, etc.

Due to the current uncertainties of funding from both public and private sources, financial planning for a Delta NHA is conceptual. Federal funding awards currently range from \$150,000 to \$1,000,000, with a maximum of \$1,000,000/year for 10 years. Additionally, the management entity must be capable of meeting the 50% cash matching requirements for the federal funds. The DPC has had a strong history of acquiring grant funding for various projects, and a good understanding of potential funding sources for projects which may stem from the NHA. A non-profit organization could also be developed to help guide the development of the management plan and assist with fundraising.

Support from a variety of stakeholder groups, local governments, agencies, and non-profits has been expressed for a Delta NHA. The DPC has received letters of support, as well as partnership commitments, which can be found in the appendix.

7. The proposed management entity and units of government supporting the designation are willing to commit to working in partnership to develop the heritage area.

The DPC is working to obtain partnership commitments from all five Delta counties to develop the NHA.

8. The proposal is consistent with continued economic activity in the area.

Recreation and tourism are identified as key drivers of the Delta economy, with roughly 12 million visitor days of use annually, a direct economic impact of more than a quarter of a billion dollars in spending, and supporting about 2,700 jobs in the five Delta counties. Despite its current contributions, significant constraints exist to Delta recreation and tourism, including the lack of a Delta brand/regional identity, and limited access to recreational areas. Identified goals of a Delta NHA have included the branding of the Delta as a region of national significance; the development of necessary visitor amenities to assist with public access; supporting economic development by drawing visitors to NHA partner sites; and promoting heritage tourism, agritourism and ecotourism in the Delta. Thus a Delta NHA has the potential to help support and further enhance economic activities, particularly recreation and tourism activities in the Delta.

9. A conceptual boundary map is supported by the public.

This draft document contains two proposed conceptual boundary alternatives which are under consideration. The DPC will continue discussion on the topic through this final phase of the feasibility study, both with the interested public and the Delta counties, in order to develop a final proposed conceptual boundary map for the final feasibility study.

10. The management entity proposed to plan and implement the project is described.

The DPC is a locally recognized agency in the Delta, with predominantly local membership, has an extensive network of local stakeholders to whom it conducts regular outreach to, and provides opportunities for input on issues by Delta residents. Its membership, existing stakeholder network, and fundraising capabilities make it a potential management entity. If the DPC does serve as the management entity, then an advisory team would be developed, with a spectrum of members from local stakeholder groups (representing recreation, businesses, resources, landowners, agriculture, etc.) who closely work with the DPC on the development of the NHA Management Plan and other important relevant matters. A partner management organization for a Delta NHA could be a new or existing non-profit organization to assist with fundraising.

Chapter 12 – Conclusion

This document explains the DPC’s study on the feasibility of a NHA designation in the Delta, including key components such as NHA themes, resources, mission, vision, goals, local support, potential partners, management, and conceptual boundary alternatives. To date, local stakeholders have indicated support for the Delta NHA, particularly in regards to it being a tool to help recognize, enhance, and promote ‘Delta-as-a-Place’ which could further public understanding about the region and build support for preservation, protection, and enhancement of the Delta and its valuable natural and cultural resources. Designating the Delta as a NHA has the potential to contribute to the economic sustainability of the Delta; attract new visitors to the area; and expose local residents and visitors alike to the Delta’s uniqueness, its contribution to California’s history, and its wealth of recreational opportunities. Projects that could stem from NHA designation include visitor infrastructure development (public restrooms, directional signage, dockage, garbage receptacles), historic preservation, interpretive signage, education programs, agritourism, ecotourism, museum enhancement, and more. Ultimately NHAs are driven by local stakeholders and if NHA designation does occur in the Delta, projects and initiatives must be reflective of local community interests. Therefore, it will be essential that the management entity, partners, local governments, non-profit organizations, and local stakeholders work together to ensure that a Delta NHA is developed in a way that is truly reflective of the needs, interests, and capabilities of the Delta and its residents.

Appendix

Letters to Commission re: Boundaries

*Carquinez Strait Preservation Trust
Suisun Resource Conservation District*

Letters of Support

*Antioch Historical Society
Bay Point Garden Club
California Delta Chambers and Visitors Bureau
California Preservation Foundation
California State Parks
Delta Peddlers Bicycle Club
Friends of the Great California Delta Trail
Isleton Brannan-Andrus Historical Society
Office of Historic Preservation
Recreational Boaters of California
Rio Vista, City of
UC Small Farm Program
West Sacramento, City of*

CARQUINEZ STRAIT



PRESERVATION TRUST

Commission Members
State of California
Delta Protection Commission
P.O. Box 530
Walnut Grove, CA 95690

December 12, 2008

Dear Commission Members:

The Board of Directors of the Carquinez Strait Preservation Trust (Trust) would like to discuss with the Delta Protection Commission (Commission) the potential of jointly pursuing a National Heritage Area designation for the Delta and Carquinez Strait. It has been a long standing goal of the Trust to receive a National Heritage designation for the Carquinez Strait region. We have been in conversation with Linda Stonier of the National Park District for several months in the development of our suitability/feasibility study, and learned a few months ago that the Commission was also pursuing a Heritage Area designation for the Delta. We have met with Linda Fiack to learn more about the Delta Protection Commission and your Heritage Designation efforts. We believe that working together will prove to be mutually beneficial.

The Carquinez Strait Preservation Trust was established in 1994. The Trust was the result of a collaborative process between the Crockett Cogeneration Facility, the counties of Solano and Contra Costa, the cities of Benicia, Hercules, Martinez and Vallejo, East Bay Regional Parks, and the State Lands Commission to further the work of educating the public and developing and implementing regional planning efforts for the Carquinez Strait region. Generally the Carquinez Strait Region encompasses a part of San Pablo Bay starting from the Hercules-Pinole City boundary, and the Napa-Solano County Boundary and continues east to encompass a portion of Suisun Bay from Pierce Harbor to Suisun Slough in Solano County to the Point Edith State Wildlife Area in Contra Costa County. The distance inland varies by jurisdiction.

The mission of the Trust is to further the preservation, promotion, and recognition of the Carquinez Strait as an important State and National resources and recreation area. Over the last 14 years the Trust has taken on a number of activities to promote recognition of the Strait

through recreational and educational events. A narrative slide show was presented throughout the Carquinez Strait region to promote recognition of Strait's value and opportunities, and highlight its numerous venues. In coordination with this effort the Trust successfully coordinated several "Celebrate the Strait" events. These month-long events showcased various city and non-profit activities including hikes, boat cruises, tours, festivals, and bird watching. In 1996 the Trust published the book *Gateway to the Inland Coast – The Story of the Carquinez Strait*. The book covers regional heritage, resources and current uses. In conjunction with the book a Carquinez Strait Resource Plan was also prepared.

As a waterway for transportation and commerce and home to unique landscapes and aquatic habitats the Delta and the Carquinez Strait regions have much in common. The Commission's July 2008 National Heritage Areas draft concept paper, listed a number of possible heritage themes, which we have also explored include: the estuary, Pacific Flyway stopover location, and gold rush corridor from San Francisco to Sacramento.

Additionally, the Delta and the Strait shared an early symbiotic agricultural relationship. Grain and produce grown in the Delta was processed and stored in grain warehouses, flour mills, and canning facilities that once flourished on the shores of the Strait. The fishing industry was also an early component of the both the Strait and the Delta, with the Strait housing numerous canning facilities.

Both areas share a rich history and are dotted with historic communities made up of historic houses, commercial structures and colorful characters significant in our State's history. The first railroad ferry crossing was established in Port Costa in Contra Costa County and Benicia in Solano County, and the first federal Arsenal on the West Coast was established in the City of Benicia in Solano County. The Pony Express crossed the Strait in Benicia to make its way from Sacramento to San Francisco.

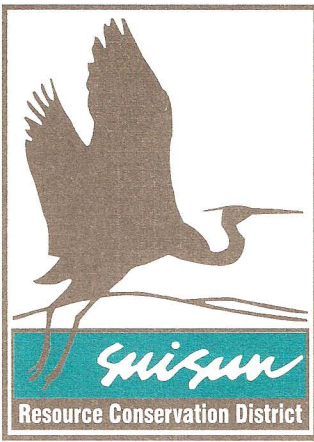
Today the Delta and Strait are linked through a network of national, state, and regional trails. The Delta and the Strait form a corridor from the rivers to the Bay connected by the water that flows through them. The geographic proximity, climate, history, and ecology, of the two regions are complimentary and together tell a unique story of what we call "the inland coast". It would be advantageous for our two regions to work together to share knowledge, political capital, and financial resources for a common goal. We are hopeful that you and your Board are willing to discuss this matter in the near future. Please contact Belinda Smith, staff to the Trust at 925 899-0261 or by email at bsmitgo@sbcglobal.net to advise us of the Commission's decision on this matter.

Sincerely,

Handwritten signatures of Bonnie Silveria and Kathy Hoffman. The signature of Bonnie Silveria is on the left and Kathy Hoffman's is on the right. There is a small "by BS" written below Bonnie's signature.

Bonnie Silveria and Kathy Hoffman
Co-Presidents

CC: Linda Fiack, Executive Director



September 30, 2011

Michael Machado
Delta Protection Commission
P.O. Box 530
Walnut Grove, California 95690

Dear Mr. Machado:

Directors

Timothy Egan, President
Terry Connolly
Arnold Lenk
Tony Vaccarella
Jim Waters

Associate Directors

Dennis Becker
Bill Brush
H. Kent Hansen
Mike Lewis

Directors Emeritus

Gregory Palamountain
James Bancroft
Ray Lewis
Dr. William Coon
Leland Lehman
Paul Crapuchettes

Staff

Steven Chappell
Executive Director
Bruce Wickland
Operations Manager
Kelli Perez
Office Supervisor
Yvette Pereira
Office Assistant
Orlando Rocha
Water Manager/Biologist
Tim Edmunds
Water Manager/Biologist
Jeff Taylor
Water Manager/Biologist
Robert Fromm
LJI Resident Caretaker
Martha Rocha
Education Coordinator

SUISUN RESOURCE
CONSERVATION DISTRICT
2544 Grizzly Island Road
Suisun, CA 94585-9539
(707) 425-9302
(707) 425-4402 FAX
srcd@suisunrcd.org
www.suisunrcd.org

On behalf of the Suisun Resource Conservation District (SRCD), I am writing to express support of the Delta National Heritage Area (NHA) and request that the Suisun Marsh be included in the conceptual boundaries for the Delta NHA. On July 14th 2010, the SRCD Board of Directors considered the proposal to include the Suisun Marsh into of a Delta NHA and was supportive of the concept, but expressed concerns about how a Delta NHA may impact existing land use, recreation, and public agency future regulatory authority.

The Suisun Marsh is located at the confluence of the Sacramento and San Joaquin Rivers and is directly adjacent to the Sacramento-San Joaquin Delta. The two regions hold a shared heritage in many ways: geographically, ecologically, culturally, and recreationally. The 1977 Suisun Marsh Preservation Act protected the Suisun Marsh as the largest estuarine marsh in the western United States. It is extremely diverse ecologically as it is home to a great diversity of plants, fish, birds, and other wildlife. It also includes one of the best remaining examples of a brackish tidal marsh. Like the Delta, Suisun Marsh was significantly altered in the late 1800's and early 1900's by the construction of levees for the development of agriculture. However, increased salinity resulting from the development of the State and Federal water projects and upstream diversions led to the decline of productive agriculture in the Marsh. As a result, most of the Marsh was purchased by public and private interests to support wintering waterfowl habitat and waterfowl hunting.

A number of resources exist in Suisun Marsh which are being used for educational, interpretive, and/or recreational purposes, and can also support a Delta NHA. The California Department of Fish and Game's Grizzly Island Wildlife Area and the Solano Land Trust's Rush Ranch have properties open to the public for wildlife viewing, hiking, bird watching, photography, hunting, and fishing.

Again on behalf of the SRCD, I am writing to express support of the concept of a Delta NHA and request that the Suisun Marsh be included within the conceptual boundaries. SRCD looks forward to working with Delta Protection Commission to identify the opportunities and constraints that this proposal may bring to the Delta and Suisun Marsh. Please contact me if you have any questions or would like to discuss this further.

Sincerely,

A handwritten signature in purple ink, appearing to read "Steve Chappell", written in a cursive style.

Steve Chappell
Executive Director



Antioch Historical Society

1500 West 4th Street, Antioch, CA 94509

Non-Profit #94-2457532

(925) 757-1326 Museum * (925) 757-0308 Fax



October 5, 2011

Michael Machado
PO Box 530
Walnut Grove, California 95690

Dear Mr. Machado,

On behalf of the Antioch Historical Society, I am writing to express support of a National Heritage Area (NHA) designation in the Sacramento-San Joaquin Delta, for which the Delta Protection Commission (DPC) is conducting a feasibility study. The Antioch Historical Society recognizes the NHA as a method to gain more visibility of the diverse historical and cultural resources of the Delta, which are a valuable part of the national story.

The Antioch Historical Society Museum is located in the former Riverview Union High School, situated just south and within view of the San Joaquin River. This building opened in 1911 as the first union high school in Contra Costa County, and is now on the National Register of Historical Places. Museum exhibits highlight the history of Antioch and East Contra Costa County, and include several displays relevant to Delta history on topics including wildlife, Native Americans, agriculture, canneries, and maritime history. A Delta NHA will be a way to help further public education on topics such as these, as well as help people gain an understanding of the Delta and the communities that lie within it.

Once again, the Antioch Historical Society expresses strong support for a Delta NHA and looks forward to future opportunities to be involved in NHA activities.

Sincerely,

Robert Martin
President



Bay Point Garden Club

P.O. Box 5386
Bay Point, CA 94565
(510) 610-9155



MAE CENDANA
TORLAKSON
President

EVA GARCIA
Vice President

DI WYNN-BUSBY
*Project Coordinator
Secretary*

SARAH BELMORE
Treasurer

TRISH DAYE-ROA
Board Member

LORRAINE HARMS
Auditor

JOHN M. WILSON
Project Foreman

GLORIA MAGLEBY
Founder

September 28, 2011

The Honorable Michael Machado
Delta Protection Commission
P.O. Box 530
Walnut Grove, CA 95690

Dear Senator Machado

On behalf of the Bay Point Garden Club (BPGC), I am writing to express my strong support and commitment for a National Heritage Area (NHA) designation in the Sacramento-San Joaquin Delta. The BPGC can potentially serve as a partner for a Delta NHA by assisting the management entity with tasks such as local outreach, and utilizing our website to bring awareness to NHA activities.

The BPGC is an organization that helps instill community pride among its residents in Bay Point, an unincorporated area located in the Delta. The club organizes the Bay Point Spring Derby, an annual event celebrated on Memorial Day. It brings together the many different cultural groups that reside in the community to celebrate their proud heritage. For the past five years, it has attracted thousands of participants and visitors from other neighboring areas.

The Bay Point Spring Derby and the Delta NHA are compatible in many ways. Both projects are valuable tools to help the Delta gain visibility as a destination for recreation and tourism activities, thus assisting with both economic development and public education.

We give full support for a Delta NHA and look forward to partnering with the Delta Protection Commission to further pursue this effort.

Sincerely yours,

Mae Cendaña Torlakson



P.O. Box 1118 • Rio Vista, CA 94571 • Phone (916) 777-4041 • Fax (916) 777-4042

 • www.californiadelta.org

September 28, 2011

Michael Machado
Delta Protection Commission
P.O. Box 530
Walnut Grove, California 95690

Dear Mr. Machado:

On behalf of the California Delta Chambers and Visitor's Bureau, I am writing to express my strong support and commitment for a National Heritage Area (NHA) designation in the Sacramento-San Joaquin Delta. The Delta Chambers can potentially serve as a partner for a Delta NHA by assisting the management entity with tasks such as local outreach to economic and recreation organizations in the Delta, identification of potential NHA partner sites, and marketing/promoting NHA activities and partner sites via our website.

The Delta Chambers is an organization of chambers of commerce, visitors bureaus, businesses, and boosters in the Delta, with members who have established roots in the Delta due to a love for this boating and fishing paradise. Established over forty years ago, the Delta Chambers strives to enhance enjoyment for visitors to the Delta, while protecting and preserving the area's fragile beauty.

A Delta NHA will be a valuable tool to help the Delta gain visibility as a destination for recreation and tourism activities, thus assisting with both economic development and public education. Since the Delta NHA is a community-driven approach to heritage conservation and economic development, it is imperative that there be public-private partnerships to support historic preservation, natural resource conservation, recreation, heritage tourism, and educational projects to tell the "Delta story".

Again, on behalf of the Delta Chambers, I am writing to express support for a Delta NHA and look forward to partnering with the DPC to further pursue this effort.

Sincerely,

A handwritten signature in blue ink, appearing to read "Bill Wells".

Bill Wells
Executive Director
info@californiadelta.org



October 5, 2011

Submitted Electronically

Michael Machado, Executive Director
Delta Protection Commission
P.O. Box 530
Walnut Grove, CA 95690

**RE: FEASIBILITY STUDY FOR A SACRAMENTO-SAN JOAQUIN DELTA
NATIONAL HERITAGE AREA**

Dear Mr. Machado,

On behalf of California Preservation Foundation (CPF), we are pleased to offer this letter of support for continuing to explore and seek designation for the Sacramento- San Joaquin Delta National Heritage Area (NHA).

CPF is the only statewide nonprofit organization dedicated to the preservation of California's diverse cultural and architectural heritage. Established in 1977, CPF works with its extensive network to provide statewide leadership, advocacy and education to ensure the protection of California's diverse cultural heritage and historic places.

Since 2009, CPF has been actively working with the City of Isleton to develop and approve a Historic Preservation Plan and Ordinance to preserve their National Register District and increase local heritage tourism. We have been following the progress of this study as it relates to Isleton and have discussed the positive impacts that a National Heritage Area would have in the Delta with Alex Westhoff. CPF supports the creation of a Sacramento-San Joaquin Delta National Heritage Area to promote heritage and recreational tourism for the whole region.

National Heritage Areas have a proven success for increasing and diversifying local and regional economies. Through this designation a regional approach will be developed for this sensitive environment and allow for access to limited funds only available through this program. A Delta National Heritage Area will be unlike any other NHA in the United States which could draw National attention.

5 3RD STREET, SUITE 424
SAN FRANCISCO, CALIFORNIA
94103-3205

415.495.0349 PHONE
415.495.0265 FAX

CPF@CALIFORNIAPRESERVATION.ORG
WWW.CALIFORNIAPRESERVATION.ORG

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EXECUTIVE DIRECTOR
Cindy L. Heitzman

CPF would like to offer our assistance to the Delta Protection Commission through our Field Services Program. Please let us know if you would like our assistance or if you have any questions or comments. Feel free to contact me at jgates@californiapreservation.org or by phone at 415-495-0349 x 204.

Sincerely,

A handwritten signature in black ink, appearing to read "J. M. Gates", with a stylized flourish at the end.

Jennifer M. Gates, AICP
Field Services Director
In Partnership with the National Trust for Historic Preservation



California Preservation Foundation

5 Third Street, Suite 424
San Francisco, California 94103

T: 415.495.0349 x204

F: 415-495-0265

E: jgates@californiapreservation.org

www.californiapreservation.org

California Preservation Foundation: Field Services

Field Services is a brand new program offered by the California Preservation Foundation, in partnership with the National Trust for Historic Preservation to provide on-site technical assistance and direct support to property owners, developers, local officials, local organizations and others with information and tools essential for successful preservation projects and initiatives.

The goal of the Field Services program is to provide assistance to communities comprised of local governments with limited time, budget, personnel and expertise to create effective preservation policies and encourage the incorporation of historic preservation into community planning through increased advocacy and education statewide.

How Field Services Can Help?

The Field Services Director can help to:

- Assess local preservation needs;
- Coordinate alliances and develop partnerships;
- Provide guidance on solution based strategies;
- Interact locally to provide on-site assistance;
- Convene meetings, workshops, presentations, etc. to assist with advocacy and education efforts in local communities; and
- Provide linkages to consultants, informational resources, and potential financial sources.

The California Preservation Foundation also maintains close working relationships with the State Office of Historic Preservation, California State Parks, National Trust for Historic Preservation, the National Park Service and hundreds of design professionals throughout California.

The Field Services program is made possible through the National Trust for Historic Preservation (NTHP) Partners in the Field challenge grant and the generous support of California Preservation Foundation's members and donors.

The **California Preservation Foundation** (CPF) is the only statewide non-profit historic preservation education and advocacy membership organization in California. CPF serves as an essential link in the state's historic preservation network, and emphasizes educational programs, advocacy and information exchange through a quarterly newsletter, the Preservation Design Awards, the Annual California Preservation Conference, workshops and publications addressing critical preservation issues.

Jennifer M. Gates, AICP, **Field Services Director** for CPF, is a graduate from the University of Pennsylvania with a Master of City Planning and a Master of Science in Historic Preservation. With focuses on preservation planning and community and economic development she has always had an interest in the diverse aspects of preservation. Her experience includes working for Oklahoma Main Street Center, the National Park Service National Historic Landmarks program, and in both private and public sectors with downtown revitalization and preservation planning. Most recently, Jennifer worked for the City of San Clemente, a Certified Local Government and Preserve America community, as a preservation planner.



September 29, 2011

Michael Machado
PO Box 530
Walnut Grove, California 95690

Dear Mr. Machado:

I am writing to express California State Park's strong support of a National Heritage Area (NHA) in the Sacramento-San Joaquin Delta.

California State Parks' *Central Valley Vision Implementation Plan* and our *Recreation Proposal for the Sacramento-San Joaquin Delta and Suisun Marsh* both endorse the creation of an NHA in the Delta. What impresses us most about the project is the commitment to a broad, collaborative planning process which will ensure that many businesses, organizations and the public will be involved in planning for the development of an NHA. An NHA will promote the region's identity by improving recreational access to the Delta from nearby cities to the Delta's waterways, recreational facilities, and historic towns.

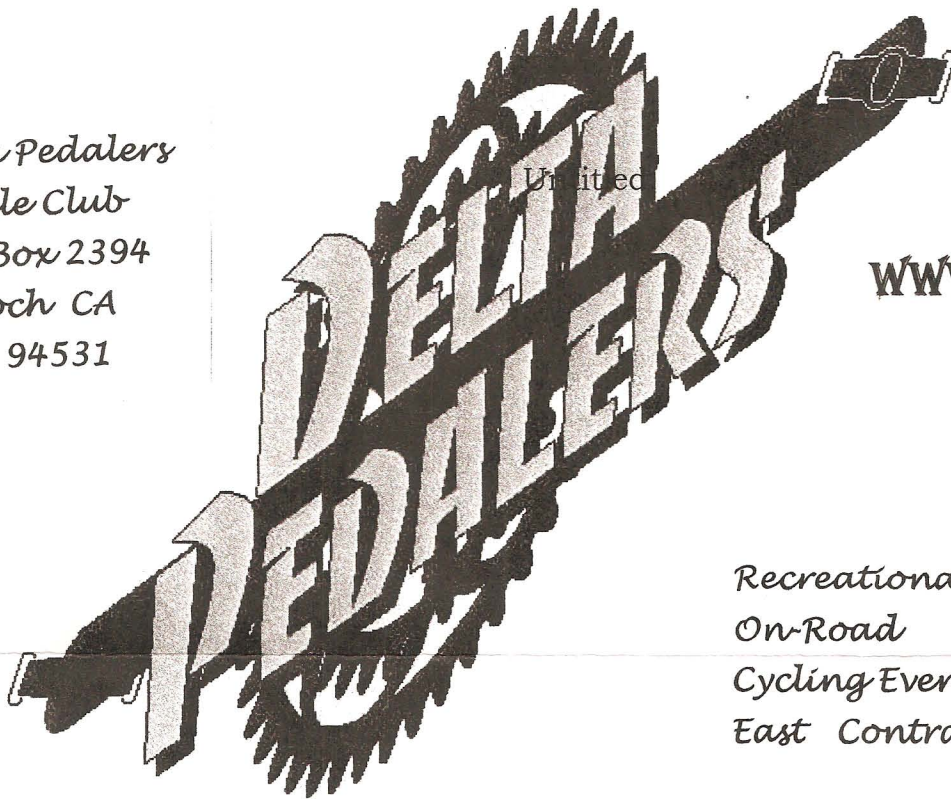
California State Parks looks forward to working with the DPC to see the NHA in the Delta approved and fully effective. Let me know how we can help this effort succeed.

Sincerely,



Dan Ray
Chief, Planning Division

Delta Pedalers
Bicycle Club
P.O. Box 2394
Antioch CA
94531



WWW.DELTAPED.ORG

*Recreational Bicycle Touring
On-Road On-Trail
Cycling Events.....Local Rides
East Contra Costa County*

To: Delta Protection Commission
c/o Alex Westhoff

The Delta Pedalers is a cycling club located in Eastern Contra Costa County.
We are a bicycle touring club sponsoring bike rides throughout the week.
We also support cycling advocacy and cycling events in the East County area.

We support the designation of a National Heritage Area (NHA) in the Sacramento-San Joaquin Delta.

This area is a special place for us. We ride our bicycles there regularly.

We appreciate the unique cultural, historical, recreational, agricultural, and economic values of the Delta.

We feel that the federal designation of the Delta as a National Heritage Area will protect, enhance,
and help to sustain this favorite portion of our back yard.

Sincerely,

Bruce "Ole" Ohlson

Delta Pedalers Bicycle Club



Friends of the Great California Delta Trail



September 26, 2011

Michael Machado
Delta Protection Commission
P.O. Box 530
Walnut Grove, California 95690

Dear Mr. Machado,

On behalf of the Friends of the Great California Delta Trail, I am writing to express my strong support and commitment for a National Heritage Area (NHA) designation in the Sacramento-San Joaquin Delta for which the Delta Protection Commission is conducting a feasibility study.

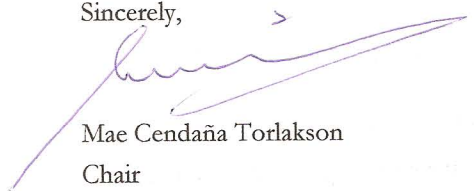
The Friends of the Great California Delta Trail can potentially serve as a partner for a Delta NHA by assisting the management entity with tasks such as local outreach including utilizing our website to raise public awareness about the NHA activities and partner sites – particularly sites that are adjacent to existing or proposed Delta Trail links.

The Friends of the Great California Delta Trail was developed to help gain community support and awareness for links of the Delta Trail. The Friends of the Delta Trail recognizes that there are unmet recreational needs throughout the Delta including hiking/biking trails, wildlife observation/education facilities, and historical/cultural interpretive facilities.

The Delta Trail and the Delta NHA are compatible in many ways, and both projects are valuable tools to help the Delta gain visibility as a destination for recreation and tourism activities, thus assisting with both economic development and public education. Since the Delta NHA is a community-driven approach to heritage conservation and economic development, it is imperative that there be public-private partnerships to support historic preservation, natural resource conservation, recreation, heritage tourism, and educational projects to tell the “Delta story”.

On behalf of the Friends of the Great California Delta Trail, I am writing to express strong support for a Delta NHA and look forward to partnering with the Delta Protection Commission to pursue this effort further.

Sincerely,


Mae Cendaña Torlakson
Chair



October 6, 2011

Michael Machado
Delta Protection Commission
P.O. Box 530
Walnut Grove, California 95690

Dear Mr. Machado,

I am writing this letter on behalf of the Isleton Brannan-Andrus Historical Society (IBAHS). The IBAHS is in full support of a National Heritage Area (NHA) designation in the Sacramento-San Joaquin Delta. The Isleton Historical Society can potentially serve as a partner for a Delta NHA by assisting the management entity with tasks such as identification of cultural/historic resources, identification of potential partner sites and local outreach.

The IBAHS is an organization which is committed to the preservation and promotion of the history of Isleton and the surrounding Delta area.

A Delta NHA will be a valuable tool to help the Delta gain visibility as a destination for recreation and tourism activities, thus assisting with both economic development and public education. Since the Delta NHA is a community-driven approach to heritage conservation and economic development, it is imperative that there be public-private partnerships to support historic preservation, natural resource conservation, recreation, heritage tourism, and educational projects to tell the "Delta story".

Again, on behalf of the IBAHS I am writing to express support for a Delta NHA and look forward to working with the DPC to further pursue this effort.

Sincerely,

A handwritten signature in dark ink, appearing to read "Karen Franscioni", with a stylized flourish at the end.

Karen Franscioni
President
Isleton Brannan-Andrus Historical Society
P.O. Box 933
Isleton CA 95641
916-777-6906

**OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION**

1725 23rd Street Suite 100
SACRAMENTO, CA 94296-0001
(916) 445-7000 Fax: (916) 445-7053
calshpo@parks.ca.gov



October 3, 2011

Michael Machado
Delta Protection Commission
P.O. Box 530
Walnut Grove, California 95690

RE: National Heritage Area Designation in the Sacramento-San Joaquin Delta

Dear Mr. Machado:

On behalf of the California Office of Historic Preservation (OHP), I am writing to express my support for a National Heritage Area (NHA) designation in the Sacramento-San Joaquin Delta, currently the subject of a Delta Protection Commission (DPC) feasibility study.

The mission of OHP is to provide leadership and promote the preservation of California's irreplaceable and diverse cultural heritage. OHP is the state agency primarily responsible for administering and implementing historic preservation programs in California, and either administers or influences most state and federal preservation programs.

OHP supports this project, as a NHA is a valuable tool to bring more visibility and recognition to the historic and cultural resources sites of the Sacramento-San Joaquin Delta. Historic preservation opportunities have been discussed throughout the Delta NHA feasibility study process and have been recognized as a potential goal of a Delta NHA. OHP recognizes the potential for historic preservation projects throughout the Delta, particularly within the Legacy Communities along the Sacramento River. A Delta NHA will also be a way to increase recreation and tourism activities, thus assisting with both economic development and public education.

Again, on behalf of OHP, I am writing to express support for a Delta NHA. If you have any questions or need future assistance, please contact Jay Correia of my staff at (916) 445-7008.

Sincerely,

Milford Wayne Donaldson, FAIA
State Historic Preservation Officer



RBOC
Protecting your boating interests.

925 L Street • Suite 220
Sacramento CA 95814
916.441.4166
www.rboc.org

Linda Bendsen
President

Cleve Hardaker
Vice President - South

Jack Michael
Vice President - North

Bob White
Secretary - Treasurer

Anne Sacks
Past President

Legislative Advocates
Jerry Desmond
Executive Vice President

Jerry Desmond, Jr.
Director of
Government Relations

September 27, 2011

Mr. Michael Machado
Delta Protection Commission
PO Box 530
Walnut Grove, California 95690

Dear Mr. Machado,

On behalf of the Recreational Boaters of California [RBOC], I am writing to express my strong support for a National Heritage Area [NHA] designation in the Sacramento-San Joaquin Delta, for which the Delta Protection Commission is developing a feasibility study.

RBOC is the nonprofit boater advocacy organization that works to protect and enhance the interests of the state's recreational boaters before the legislative and executive branches of state and local government. RBOC is in its 43rd year as a statewide organization promoting the enjoyment, protection, and responsible use of our waterways.

RBOC firmly believes that this project is closely aligned with our principles to protect and enhance the recreation and boating interests of California including the Delta. What impresses us most about this project is the commitment to establish a federal recognition of the Delta due to its assemblage of cultural and historical resources. NHA designation has the potential to help gain visibility to the role the Delta has served in the nation by being an important location for water based recreation, dating back to the Gold Rush era in the 1850s. A Delta NHA can also link recreational and historic sites of the Delta, utilizing the waterways as corridors.

Recreational Boaters of California gives full support for the application for the NHA designation and looks forward to being involved in the collaborative planning and implementing process.

Sincerely,

Linda Bendsen

Linda Bendsen, President

C: RBOC Board of Directors

RBOC/2011/Delta/RBOC National Heritage Letter 9-27-11



CITY OF RIO VISTA

One Main Street, Rio Vista, California 94571
Phone (707) 374-6451 Fax: (707) 374-5063

September 20, 2011

Delta Protection Commission
14215 River Road – PO Box 530
Walnut Grove, CA 95690

To Whom it May Concern:

The City Council of the City of Rio Vista unanimously supports the creation of a National Heritage Area for the Delta, including the City within its boundaries.

The Sacramento-San Joaquin Delta is a special place of great importance to the state for agriculture, *recreation and a rich heritage of many cultures. Rio Vista has always been an integral part of that* place, even though the city is not within the current legal Delta boundary. Since it's original establishment in the 1850's, Rio Vista has been a vital key in supporting the agriculture of the area, transportation – both by land and water – and a center for recreation and culture. A National Heritage Area would focus attention on the Delta, enhance the unique values of the Delta, and, as is expressed in the Mission Statement, would “cultivate and retain appreciation and understanding of the Delta as an ecological, agricultural, recreational, historical and cultural treasure.”

The City of Rio Vista is encouraged by the focus on the Delta as a significant place that must be protected in all its facets. The designation as a National Heritage Area would signal this importance to the rest of the state and even to the nation.

As this process goes forward, the City of Rio Vista will continue to support the creation of an NHA.

Sincerely,

Jan Vick, Mayor
City of Rio Vista

September 28, 2011

Michael Machado
Delta Protection Commission
PO Box 530
Walnut Grove, California 95690

Dear Mr. Machado,

I am writing on behalf of the UC Small Farm Program to express support and commitment for a National Heritage Area (NHA) designation in the Sacramento-San Joaquin Delta, for which the Delta Protection Commission is conducting a feasibility study. Our support is conditional on the inclusion of language regarding Private Property and Regulatory Protection similar to that included in pages 15 and 16 of your Preliminary Abridged Draft dated August, 2011. Such language needs to be incorporated into enabling legislation for a Delta NHA, to ensure that the property rights of private property owners are not impaired by the creation of the NHA.

The UC Small Farm Program envisions a California agriculture in which small and family farms remain dynamic, viable components of their communities. This vision is reinforced by the Delta NHA's goals which include supporting the Delta's economic development by drawing visitors to designated sites, and promoting heritage tourism, ecotourism, and agritourism in the Delta.

Depending on staff availability, the UC Small Farm Program could serve as a partner to the NHA management entity, by working together on projects that would further enhance Delta agritourism. This could include outreach and education to local farmers, facilitating discussions and networking opportunities for interested persons on agritourism opportunities, and investigating funding sources for Delta agritourism marketing and promotion.

Once again, the UC Small Farm Program expresses its support for a Delta NHA and looks forward to partnering with the DPC to plan and implement this endeavor.

Sincerely,



Shermain Hardesty, Ph.D.
Director, UC Small Farm Program



CITY HALL

1110 West Capitol Avenue
West Sacramento, CA 95691

City Council**City Manager****City Clerk****Information Technology**

(916) 617-4500

Community Development**Planning/****Development Engineering**

(916) 617-4645

Building

(916) 617-4683

Redevelopment

(916) 617-4535

Housing & Community**Investment**

(916) 617-4555

Economic Development

(916) 617-4880

Public Works**Operations**

(916) 617-4850

Engineering

(916) 617-4645

Flood Protection

(916) 617-4645

Finance**Administration**

(916) 617-4575

Refuse & Recycling

(916) 617-4590

Utility Billing

(916) 617-4589

Human Resources

(916) 617-4567

Parks & Recreation

(916) 617-4620

FIRE

2040 Lake Washington Blvd.

West Sacramento, CA 95691

(916) 617-4600

Fax (916) 371-5017

POLICE

550 Jefferson Boulevard

West Sacramento, CA 95605

(916) 617-4900

Code Enforcement

(916) 617-4925

PUBLIC WORKS**Operations**

1951 South River Road

West Sacramento, CA 95691

(916) 617-4850

October 5, 2011

Michael Machado, Executive Director

Delta Protection Commission

P.O. Box 530

Walnut Grove, California 95690

Dear Mr. Machado,

On behalf of the City of West Sacramento, I am writing to express my support for a National Heritage Area (NHA) designation in the Sacramento-San Joaquin Delta. The California Delta is the essence of a NHA as defined by the National Park Service "a place where natural, cultural, historic and recreational resources combine to form a cohesive, nationally distinctive landscape..."

Members of our community are proud to serve as active stewards of the Delta and therefore recognize the numerous benefits that a NHA designation will have. A Delta NHA will be a tool to help the Delta gain visibility to help people understand the region, its valuable assets and plentiful resources. This designation can lead to projects including historic preservation, environmental education, recreation, and heritage tourism; all of which can strengthen the region and its communities.

A handful of important historical resources lie within West Sacramento with relevancy to Delta history; including the First Pacific Coast Salmon Cannery, the Tower Bridge, the Port of West Sacramento, and the West Sacramento Historical Society. The Yolo Bypass, along the city's western edge, is of great importance for habitat and flood protection purposes for the Delta. Resources such as these are supportive of the Delta's national significance, and can be used to tell the stories of the Sacramento-San Joaquin Delta.

Again, on behalf of West Sacramento, I am writing to express full support for a Delta NHA. If you have any questions or need future assistance, please contact me at (916) 617-4500. Thank you.

Sincerely,

Christopher L. Cabaldon
Mayor